The Iowan

50¢

MARCH, 1958

Inside:

The Satellite Designers

Wherever you travel

you will see this forceful outdoor message bringing safety to the motorist **at the wheel.**

This poster is another of a monthly series of Outdoor Advertising messages **purchased** and **posted** throughout Iowa by members of the

OUTDOOR ADVERTISING ASSOCIATION of IOWA

In Support Of The National Safety Council's Traffic Safety Program

now you can bleach Nature's way with DEXOL HIGH-OXYGEN BLEACH

High-Oxygen Dexol releases pure oxygen in new high concentrate form. Bleaches out only the soil and stains — none of the life in fabrics. Use it in your wash water — every washday!

Yes — Dexol puts Nature's own bleach to work in your wash water. Pure, potent oxygen. And nothing else! No chlorine. No corrosives.

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And, glory be!, you add Dexol to your washer right along with your detergent. No extra steps, no need for special soaking. Soil, stubborn stains — even ink stains — bleach right out during washing.

Start in now. Use Dexol — the High-Oxygen Bleach — regularly. Every washday!

TIDY HOUSE PRODUCTS COMPANY

NEW DEXOL®

THE HIGH-OXYGEN BLEACH

February - March, 1958 Vol. 6 No. 3

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Willard D. Archie, *President* David E. Archie, *Publisher-Editor*

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About The Cover

Skating School

FREEZING weather is the best part of the school year for the grade school children who attend Marion Rural Independent School.

The school is located in the center of cornfields, near a small wooded area and a creek. Most of the children come to school by bus, but the rural location is a happy one for it is the scene of what is believed to be the only all-school ice-skating program in Iowa.

The great interest in school skating is the result of the efforts of School Superintendent Clifford Wilkins. The popular Mr. Wilkins has always enjoyed skating, and he believes that it is a healthy activity for both children and adults.

For the nine years that the school has existed, youngsters have skated there. The water that floods the rink comes from a deep school well. A familiar sight for teachers and students is Wilkins watering the rink with a hose or scraping the ice with a small plow; he works on it occasionally from October to March.

"Even when the weather was 17 degrees below zero, we had at least 25 youngsters skating," he says. The skaters, numbering about 350 out of the school's total of 460, skate during 15-minute recesses in addition to the few moments available before and after classes.

The school lunch hour is staggered so that not all the younger children are on the rink at the same time; the older ones take a later turn. "We have far fewer accidents on the ice than on the playground," explains Mr. Wilkins.

The only rules governing the rink are that no one may play tag, no more than three youngsters may skate together at one time, and skate guards must be worn on the skates inside the building.

In the future, Wilkins hopes to have a skate exchange so that kids can swap outgrown skates.

—Joan Liffring

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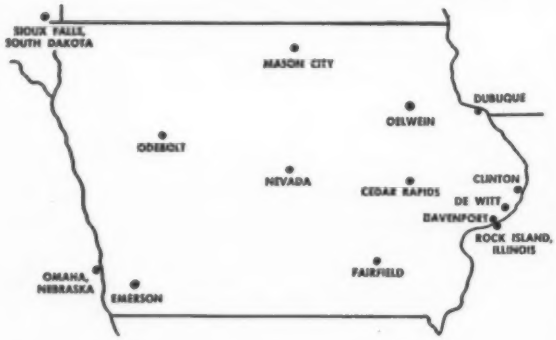

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IOWA MUTUAL INSURANCE COMPANY
MULTIPLE LINES
De Witt, Iowa
SINCE 1900

IT IS always pleasing to find that the leader in any field is one of your own. That is how we felt about Dr. James Van Allen when we came to realize his importance in the scientific world. Although we were aware of Dr. Van Allen, his real position did not strike us until a member of the family chanced to meet one of the country's better known physicists. He said that the Iowa City man was a leading contender for a Nobel Prize for his cosmic ray research work. We finally got the point.

James Wells of the SUI Information Service did the article for us. He has worked with the physicists for several years and was able to approach a fast-breaking assignment with the needed perspective. George Black took the campus pictures.

We usually try to avoid doing two stories on one city or area in an issue. The breaks were such this time, however, that we couldn't avoid doing the Yaw home, handled by Cedar Rapid's talented Joan Liffring, and the Seven Ages of A City in the same number. The Paul Engle poem and the paintings come from a handsome portfolio by Sutherland Dows which was printed privately by the Iowa Electric Power and Light Company.

The Gowrie proclamation story by Iowa State student Dennis L. Dixon proves that any town has interesting lore to yield to the perceptive eye. Blender of travel notes and history in telling of the Dubuque life, Glenn D. Everett is a former Iowa newspaperman now working in Washington.

For the piece about Ibsen's brother in the Astray column, we are indebted for the help of Dorothy L. Gronstal of Estherville, an authority on Henrik Ibsen. The exact source of the clipping from which we took the quotations is something of a mystery. We have lost the note on who sent it to us, but believe it originally appeared in the Des Moines Register in the 1920's.

Iowa State College graduate student Larry Campbell, did the Finance article and the auction story.

I want to thank our many Christmas gift donors for their subscription orders. Judging from the renewals of past gifts, I am sure they are greatly appreciated. We sent out nearly 3000 Christmas gift cards this year. In the photograph are our two permanent circulation women, Inos Jennings, right, and Martha Eskew with about half of the gift cards.

Dave Archie

how these chemical process industries

profit with a branch plant in Iowa

according to an independent research firm*

Adhesive and laminating compounds • Chemical intermediates • Coating and bonding resins • Fine chemicals • Metallo-organic compounds • Surfactants • Synthetic medicinals and biological products

A BIG MARKET GETTING BIGGER

Industrial chemicals— Iowa and the six states on her borders purchase $210 million of organic chemicals. Yet large segments of this market are now being supplied by firms outside the area. Iowa's central location would give a chemical processor in Iowa decided competitive advantages in supplying industrial users in Chicago-Milwaukee, Minneapolis-St. Paul, Omaha-Denver, St. Louis and Kansas City.

Indications point to an even greater chemical market in the near future. The paper industry, packaging and rubber processing, for example, are growing at a rapid rate.

Agricultural chemicals— The extensive use of farm chemicals has created an important market. Iowa, as the leading farm state in the nation and as the center of the nation's richest agricultural region, is a natural location for processors of these chemicals.

With the trend in Iowa toward larger but fewer farms and the mechanization required to run them, this market will become even more important in the next few years.

BETTER SERVICE, LOWER OPERATING COSTS

Present suppliers would realize excellent sales potential in this market without the expense and handicaps of remote distribution and service. Inbound and out-bound shipping costs would be lowered. Due to a lack of concentration of employment in organic chemicals in Iowa, these industries would realize a more favorable wage pattern compared to present centers of production.

NEARBY SOURCES OF RAW MATERIALS

Producing points of raw materials are located within economical distances from Iowa. In many cases close enough to make overnight truck shipments. This reduces time in transit and allows for smaller inventories. Sources of basic raw materials for organics processing are better than average in Iowa because of the state's strong position in chemurgy.

ECONOMICAL TRANSPORTATION

Iowa has an excellent transportation network. The state is served by 11 railroads, her 8,500 miles of track rank her fourth in the nation. The Mississippi and Missouri waterways on Iowa's east and west borders provide low-cost barge transportation of bulk chemicals. The gateways at Iowa's river-crossing points enable processors to ship east and west at most favorable rates.

QUALITY LABOR

Iowa's labor force, 96% native born white, is exceptionally well educated and stable. The percentage of high school graduates is unusually high — 38.5%. Their stability is indicated by the low average unemployment compensation rate paid by Iowa industries in 1955: 0.8% — fifth lowest in U.S.

ABUNDANT WATER AND ELECTRIC POWER

Jordon sandstone underlying most of Iowa contains 100-200 trillion gallons of water. Other formations contain an equal amount. Ground water is one of Iowa's most valuable resources.

Iowa's Electric Grid System and Power Pool insure a surplus of ready energy to all points in the state. Electric energy output in Iowa has doubled in the last ten years. And electric rates are competitive for the area.

*Fantus Area Research, Inc.

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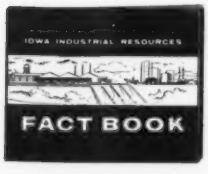
Insulated wire and cable
Plastic fabrication
Lightweight concrete aggregates
Surgical and medical supplies
Measuring and scientific instruments
Light metal fabrication and assemblies
Leather products
Luggage and travel goods
Publication printing
Dress manufacturing

If your company is one of these or related industries, information on your particular profit possibilities in Iowa is now available for the asking.



NEW — IOWA INDUSTRIAL RESOURCES FACT BOOK

Available now, free of charge — The new Iowa Industrial Resources Fact Book gives you a review of facts pertinent to industrial location. It is available without charge upon request. Address your request to:

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ANOTHER MILL

Sirs:

I became acquainted with The Iowan at our local library, while preparing a paper for our study club. I surely like it and find it most helpful.

I would, however, like to inform you of an omission in your May, 1956, article concerning mills in Iowa. Since 1930 my husband's father has owned the St. Ansgar Mills, which may have the distinction of being Iowa's only active milling operation powered by water. (It has been operated practically continuously since 1876.) At present the grinding, hulling, rolling and mixing are done with power from the turbine-type water wheel. The weekly output or volume of feeds (livestock and chicken) is thirty to forty tons.

MRS. R. T. KLEINWORT
St. Ansgar

EXTRAORDINARY

Sirs:

I surely enjoyed the Newburg article. I think the subject was very skillfully handled! The story of one's village "dying" is quite a touchy one, and I think you were more than kind in the picture you painted. I surely liked the way Mr. Harnack and Mrs. Ragsdale caught the personality of the characters in the story. Sometimes you'd hardly have to be told which of us were being quoted.

I have enjoyed a number of your articles. We took a "Covered Bridge" trip last summer, using your magazine and an article I'd saved from the Des Moines Register. I can't say I enjoyed the modern art in the last issue, I'm no doubt behind times in my appreciation of modern art. But we were especially thrilled to have the Newton courthouse on the cover of "our issue," for Newton is our county seat.

Many thanks for the fine article. I think one person said it very well — "Well, if we're dying, at least we're going out with a shout!"

MRS. WENDELL PAUL
Newburg

NEWBURG

Sirs:

My wife and I have received the first issue of The Iowan on a two-year gift subscription . . .

We have long known of the magazine and are delighted to be counted among your subscribers. We think it is an unusual magazine — an extraordinary magazine — remarkable for its diversity and for its unique recognition among Iowa publications of the role of the creative arts as a more important facet of contemporary Iowa culture. We like your attention to Iowa's historical and architectural features, and hope you will do much in future issues to promote interest in and preservation of the state's many outstanding contributions to American history, building, and native arts. A real pleasure to look forward to each new issue.

WAYNE K. NOWACK
Burnt Hills, N. Y.

COLOR SCHEMING

Sirs:

Please try to have more turquoise cover pages on The Iowan. That color goes well with my color scheme and I always like to keep a copy of your magazine on my coffee table. That is my own little way of helping you advertise—for which there is no charge.

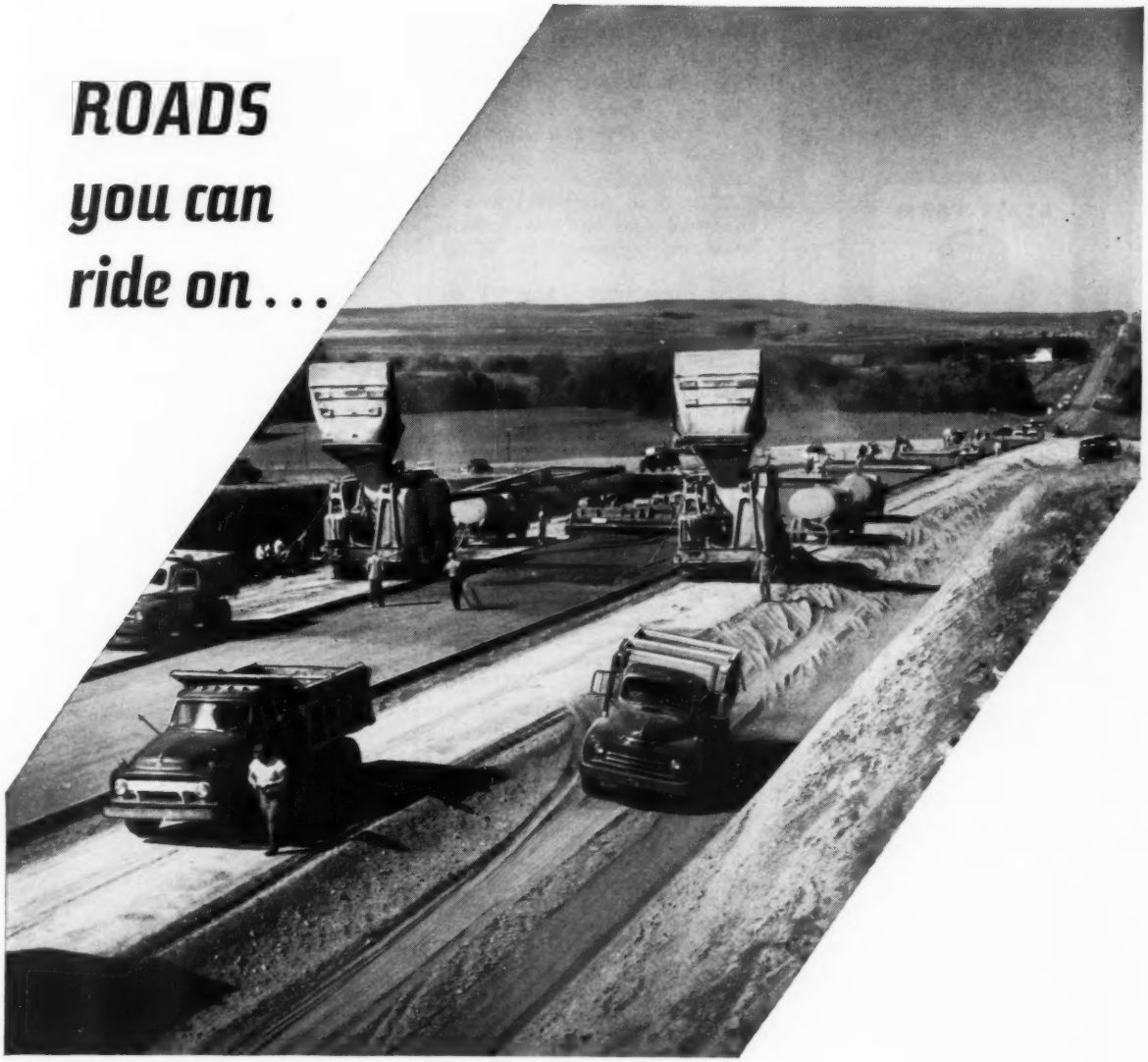
MRS. R. S.

We have deleted the name from a letter sent with a renewal. ED.

CREDITS

Cover, Joan Liffring; p. 2 William Hopkins from Iowa Development Commission; p. 4 Gordon Adams; p. 12-13-15 George Black; p. 14 U. S. Navy; p. 16-17 Arthur Langford except 17 (1) D. Archie; p. 20-24 Copyright 1957 Iowa Electric Power and Light Company, Cedar Rapids; p. 25 from Dennis L. Dixon; p. 28-29 Gordon Adams; p. 30-33 Joan Liffring; p. 35 George Black.

ROADS you can ride on . . .



into the next century . . . .

Schools, hospitals, power plants, and other public improvements are designed to last at least 50 years with little maintenance. Highways need be no exception . . . for today engineers can build modern concrete roads which will give more than 50 years of safe, smooth-riding service.

And concrete costs no more to build than other pavements designed for the same traffic. It costs less to maintain—by actual cost records of 24 state highway departments keeping such records. It's simple arithmetic: Moderate first cost + low maintenance cost ÷ long life = *low annual cost.*

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by Dorothy Reid

Dear Mrs. Reid,

What is an Aumbry? I have heard this word used but have hesitated to show my ignorance by asking its meaning.

Miss J. L. R.

An Aumbry is any closed or closable piece of furniture, such as shelves with doors, or early cupboards.

Dear Dorothy,

I am just beginning to collect antiques and would like to attend some auctions but am a little timid because everyone tells me they are tricky.

Do you have any suggestions that might help me through my initiation into this field of antiquing?

Mrs. L. S. G.

Auctions ARE tricky. I have a cut glass toothpick holder that I got just because I waved pleasantly at a friend of mine who was standing right behind the auctioneer.

My first suggestion is: Go early and very carefully look over any article that you are interested in buying. This will eliminate disappointment after you get home with your loot and find that it is falling apart or full of flaws and nicks.

My second suggestion is: Make up your mind what is the absolute top price that you are willing to pay for an article and stick to it. Otherwise, you are apt to go a little mad with the excitement of competition and spend more than you can afford, making yourself unhappy over the whole thing.

I never start the bidding. I don't know exactly why except that it is perhaps because I want to be a little cagey and not let anyone know that I am interested right from the beginning. This part is up to you and how you personally feel about it.

You usually do not have to say anything—just hold up your hand, or nod at the auctioneer. He will see you, because he is looking for such signs.

Dear Mrs. Reid,

Can you tell me what kind of rocking chair is called a "carpet cutter"?

Miss H. H. P.

A "carpet-cutter" rocker means just about what the title signifies. The rocker is very narrow in relation to rockers on other chairs—and consequently is hard on either carpets or floors.

Usually this type of rocker is a conversion—that is, the chair was originally a straight chair.

Rockers on converted chairs are applied to either the inner or outer side of the legs, in a niche or slit cut out of the leg section. On regular rockers the legs are made heavier at the base and have no taper. They are slotted upwards and the rocker pieces are fitted into the slots.

Dear Dorothy,

When I was in England two years ago I found a beautiful brass "English Footman" but didn't buy it because of the weight.

I have been irritated with myself ever since and now am trying to find one in this country. Do you think this is possible and if so what should I expect to pay for one?

Mrs. R. L. P.

I know how you feel about the "Footman" because I found a beautiful marble-top table in New Orleans and didn't get it just because I was too tired to go back for it, and have regretted it ever since.

There are "English Footman's" in this country—all have been imported--and they can be bought, usually in shops, for about fifty dollars.

I have my eye on one in a shop here in Des Moines, and intend to buy it if I can find room somehow near my already overcrowded hearth.

If you will send me a stamped self-addressed envelope I will give you the name and location of the shop and perhaps you can beat me to it.

Dear Dorothy,

While in Memphis during the war, I found a number of pink marble-topped tables, but never have been able to find this color of marble anywhere else. When I ask dealers about them, they just look at me as if I were crazy.

Have you ever seen any tables like this or am I calling it pink marble when I should use another name?

Mrs. P. S. J.

As it happens my husband was stationed in Memphis during the war and I did my first real antiquing there. I also saw beautiful pink marble tops there, but I have never been able to find them anywhere else.

I have found that this marble is called Tennessee Marble and that may be why we saw so much in Memphis.

My only suggestion would be to go back to Memphis and hope there is still some there. Expect it to be slightly higher than white marble.

In Review

BOOKS

IT IS often astounding how much good can be accomplished by a relatively small group of people. The Iowa Jewish community is an excellent example.

Even today the Jews in the state are a minor factor numerically. In the city of Des Moines there are fewer than 3,400 of them—men, women, and children. They encompass every economic level, a few very rich and a few very poor.

Yet, for years they have provided far more than their share of leadership in all fields—political, intellectual, cultural, economic. Perhaps in no place is their influence felt more than in charitable work. An example of their willingness to give is the $5,300,000 which was contributed by Des Moines Jews to local, national, and overseas Jewish charities from 1914 through 1955. This is an annual average of about $365. To make it more impressive, it does not include contributions to synagogues and congregations—nor the generous support of general community projects.

In "The Jews of Des Moines" ($3.75) Frank Rosenthal has assembled a factual history of this group of citizens bound only by their heritage. The story of Des Moines Jewry begins with William Kraus who in 1845 was one of the city's first settlers. Many of the early Jews were peddlars who traveled from settlement to settlement selling their wares. Toward the end of the 19th Century a social cleavage developed between the older German Jews and the newer arrivals from Eastern Europe which was not bridged for many years. Special attention is accorded Rabbi Eugene Mannheimer, Rabbi Naftali H. Zeichik, Mrs. Julia Bloom Mayer and Mrs. Celia Joseph Weinstock.

While the well documented book is jumpy to read, it is a justly proud record.

Another centennial is celebrated by Otha D. Wearin in "The Story of A Court House" (50¢ from Mr. Wearin at Hastings). The pamphlet tells the story of Mills County's outstanding Georgian colonial court house which will be replaced by a modern building in the near future.

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NEW YORK 17, N. Y.

Heavy timbers hold back the Cedar River while workmen prepare the foundation for the $10,000,000 addition to the Iowa Public Service Co.'s Maynard Station in Waterloo.

LAYING THE FOUNDATION FOR MORE POWER IN IOWA

Investing $10,000,000 in a new power plant calls for faith in the future in Iowa.
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That is why we are building the $10,000,000 addition to our Waterloo electric generating plant.

This will nearly double the capacity of this plant which is tied into the Iowa Electric Grid System to meet the growing power needs on farms . . . in cities and towns . . . in homes, shops and industries.

This grid system is a network of interconnecting high-voltage lines that crisscross the state.

By connecting their lines Iowa electric companies are in the position to exchange power and to shift from one area to another, whenever the need arises, to protect their customers against larger hazards. This, of course, is of prime importance to customers in this age of electrical living.

Moreover, this grid system, supplied by many large power plants, assures large blocks of power to existing as well as new industries.

The addition to our plant will be a 50,000 KW generating unit. This along with the existing 60,000 KW will make the equivalent of nearly 150,000 H. P. That is a lot of power!

But much of it will be needed soon after completion in 1958, for Iowans are increasing their use of electricity by leaps and bounds.

This $10,000,000 investment on our part portrays our faith in this rich, progressive state — faith in its people and faith in the future. That is why we are building ahead for a greater Iowa.

IOWA PUBLIC SERVICE CO.

The Drama of Iowa's Ibsen

WITH the recent revival of interest in Henrik Ibsen, the Norwegian playwright, it is appropriate to note that a brother, Nicholai Ibsen, is buried in the Lutheran cemetery at Estherville. His grave is nearly as forsaken and forgotten as was the lonely, deformed sheepherder who found a degree of contentment at last on the Iowa prairie in the final years of his life.

Fortunately for us, a vivid and understanding word portrait of the brother of the author of "The Doll's House," "Ghost," and "An Enemy of the People" has been preserved for us by newspaperwoman Floy Davis Laird. A number of years ago she recorded an interview with his Ole Myrhe of Estherville, a pioneer Norwegian farmer.

"I first met Nicholai Ibsen in 1886, as I recall it, through a friend whose name was Ole Strand, a clerk in Mr. K. Jargo's store. He was introduced to me as a brother of Henrik Ibsen, the noted author. Since Henrik Ibsen was very popular and much talked about at that time, I became much interested in Nicholai.

"He was a small man, badly humpbacked, and dressed in rough, shabby clothes. But he was clean and neat, and he talked like a gentleman. You could tell he was from the upper classes. Later, when I knew him better, he showed me a photograph of Henrik Ibsen he carried. There was a great deal of family resemblance in the faces —same tight mouth, same long nose. Nicholai's forehead was not so high as Henrik's. Still, I don't know. Nicholai had to look up from under that hump.

"I asked what his business was. He told me that he had been herding sheep in Wisconsin, but later came to Iowa with forty head of sheep and later bought forty acres of land. He said that he had sold his sheep but not the land. I asked him if he would be interested in herding cattle for myself and my neighbors and to that he readily agreed.

"He herded cattle for us for two years, and during that time had the privilege of rooming and boarding with any of the families he wished. He lived with me for a time, but mostly at the home of Mikel Berhow, where he was splendidly treated. We often used to talk together, particularly on Sunday afternoon. He read my Norwegian papers, in which he was very much interested, because from them he secured news of his noted brother and other familiar and interesting items from Norway.

"We talked occasionally of Henrik Ibsen. He spoke of how Henrik had 'come up from among the noted people'! On one occasion I remarked that Henrik should have been a minister. Nicholai answered, 'He wouldn't get so much attention in the church.'

"He told me that he came to America because he had twice failed in business in Norway. It was considered more a disgrace to fail there than here. And Nicholai was proud. He once showed me a letter he had received from a sister in Norway in which she asked him to return, saying that she would see that he was given everything necessary to make life happy for him. I urged him to accept the invitation. He smiled a sort of little, twisted smile and answered, 'I'll think it over, but I hardly think I will accept.' He was a proud man, Nicholai. He couldn't go back to those rich people and ask for help.

"He would never say much about himself. Of his life before he came to Iowa I know little, though he did tell me he had been in Chicago for awhile. He had pawned something there, he said. I think that things must have gone steadily downhill for him, and he got poorer and weaker of body until he finally died here in the spring of 1888 at the Berhow home. The neighbors buried him in the Norwegian Lutheran graveyard just north of Estherville.

"At that time I wrote his brother Henrik Ibsen in Norway. He forwarded my letter to his son, Sigurd Ibsen, who was then consul in Washington, D. C. I received a letter from Sigurd asking if he left enough to pay for his burial. I took this letter to Mr. Berhow and asked him if there was enough money from his land of forty acres to cover expenses. I was told that there would be at least enough for his burial. Therefore, I had no occasion to write Sigurd asking for any aid.

"The chief thing I remember about Nicholai is his kindness and his air of being a gentleman. He always smiled at the children.

"We gave him a good funeral. We had no minister then, but someone read a chapter from the Bible, and one of the old men prayed, and there was a hymn. He was one of us—he came from the old country—and we buried him with reverence. The inscription we had carved on his tombstone was used before it was found among his belongings. It read: 'By strangers honored, and by strangers mourned.' "

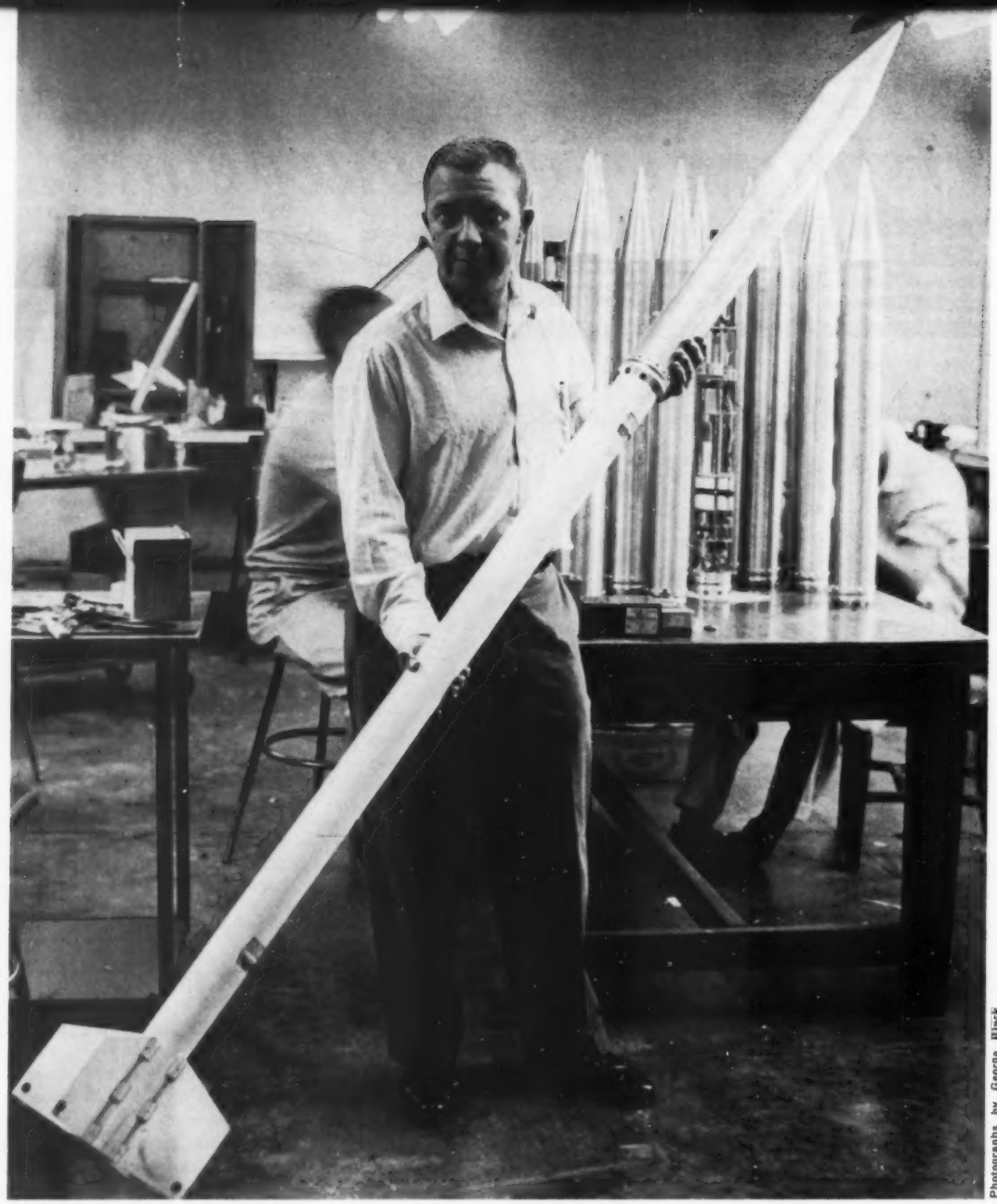
OWL HUNTER

WE'VE always felt bird watchers were slightly crazy, and now we are convinced of it. Premier watcher Fred Kent of Iowa City sealed the deal when he told us of a St. Louis man who made a flying trip to Iowa just to see a saw-whet owl.

The Missourian, a chemical engineer, called Kent one day to confirm the rumor that the Iowa City photographer knew where one could be spotted. An appointment was made for a visit. The engineer and his small son arrived early on the morning of the appointed day, having risen in the middle of the night to make the trip to Iowa City.

Kent and a friend took them out to Lake MacBride where one of the small owls was finally spotted after considerable hunting. To make the event even more exciting, they managed to capture the owl by hand so that the son could be photographed with it.

After the picture taking was finished the owl was released and the engineer and his son set happily off on the long trip home to St. Louis.



Photographs by George Blank

Developer of the "rockoon" technique for upper-air exploration, James Van Allen poses with elaborately rigged Hawk.

Architects of the Space Age

Lead by Dr. James Van Allen, a small band of SUI scientists are leaders in our satellite work and other space developments.

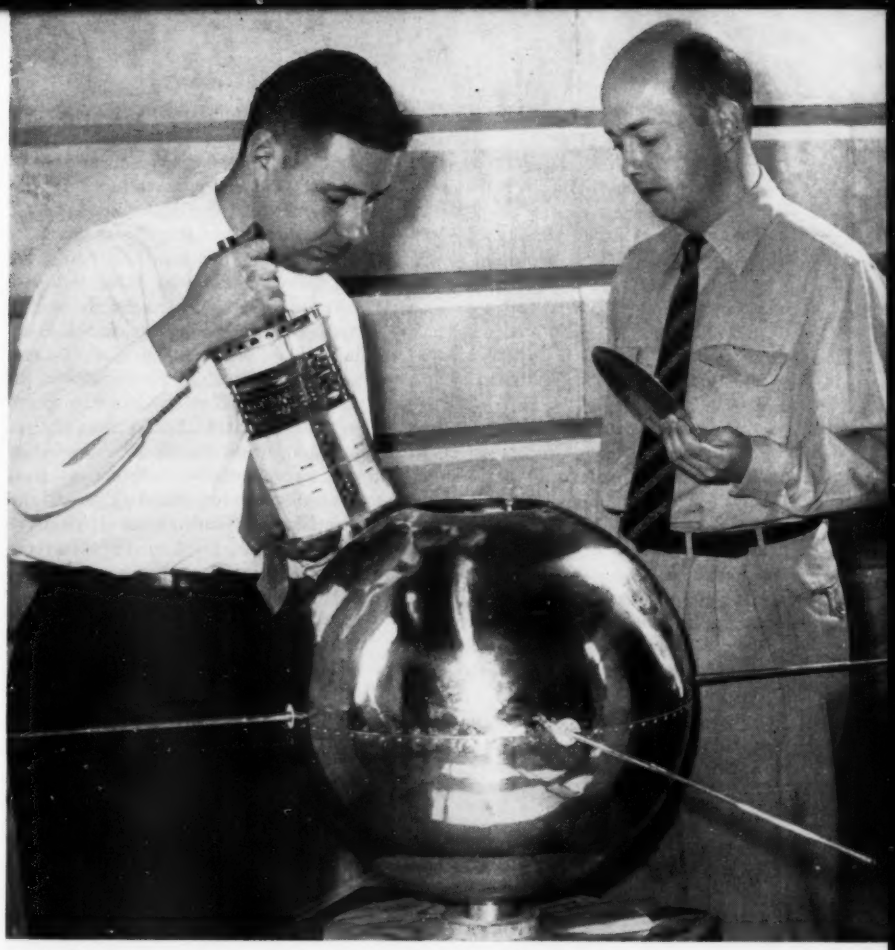
by JAMES WELLS

CATAPULTED into a new dynasty of international power, an unprepared world is hastily seeking to orient itself in the Age of Space. Jarred by those Sputniks out of a smug sense of national superiority, many Americans are turning to a new group of men for leadership—the physical scientists, especially those who can talk knowledgeably in the new mythological nomenclature, of Atlas, Thor, Jupiter and Vanguard. Working in relative obscurity only a few months ago, such men now find themselves in the kind of limelight which goes with growing influence in world affairs. They can hardly find time for undisturbed research, for teaching students, for enjoying their families.

In national influence now, few groups of high-altitude penetrators can equal the youthful scientists led by Dr. James Van Allen. Members of the State University of Iowa department of physics, they have been among those most responsible for the U. S. satellite program. They are figuring in some of the most important research areas of International Geophysical Year. They are frequently consulted by the nation's top officials in space and upper atmosphere research.

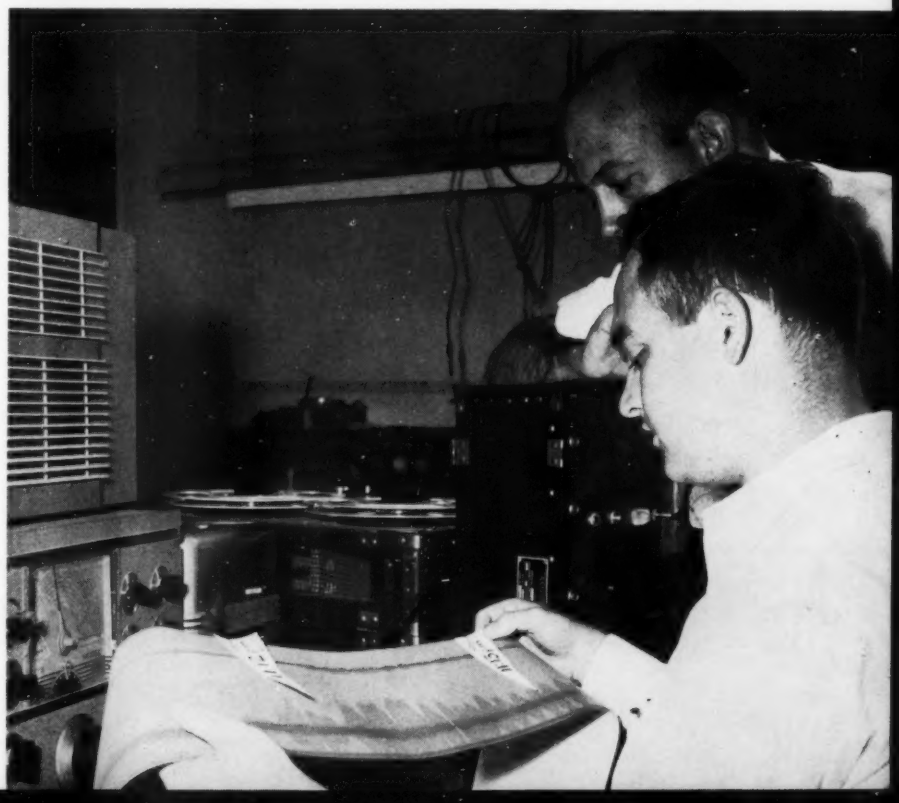
The Iowa group has long been interested in outer space. Professor Van Allen, for instance, has been chairman since 1947 of the Upper Atmospheric Rocket Research Panel, an independent group of scientific research leaders now known as the Rocket and Satellite Research Panel. For the past year he has also been chairman of the national Working Group on Internal Instrumentation for the earth satellite program, whose scientific cargoes are under the auspices of the National Academy of Sciences committee for International Geophysical Year. A specialist in cosmic ray research and in designing rocket equipment for high altitude research, Van Allen directed development of the research rocket known as the Aerobee and the "rockoon" technique of lofting small, compact instruments 50 to 80 miles up. He edited the recent book, *Scientific Uses of Earth Satellites,* for the Rocket and Satellite Research Panel and prepared the Panel's proposal for a National Space Establishment, recently presented to Congressional leaders and federal executives in Washington.

With such a background for a man 43 years old, there is nothing very as-



Assisted by Wayne Graves, George Ludwig holds SUI instrument cylinder originally slated for Project Vanguard. It is now modified for Jupiter-C rocket satellites.

Carl McIlwain shows Professor Frank McDonald monitored beep pulses of Sputnik I.



tonishing about all the long-distance calls to his office and the airline mileage he piles up between the nation's research centers and projectile test sites. A year ago he flew to Barcelona, Spain, to confer with Russian satellite scientists, who told him of their determination to orbit a moon during International Geophysical Year. They also left him with an impression of scientific competence. "They might very well do it before we do," Van Allen once said during the pre-Sputnik age.

Another measure of the Iowa physicist's respect for Soviet rocket specialists is his recent remark that "the best we can do is to catch up with the Russians by 1960." This neck-and-neck status within two years might be achieved by getting our own satellites up and by hitting the moon with rocketed instruments. But these feats still may not be enough to bring us abreast in the space race, he says, for he expects the Russians to score a hit on the moon almost any time now—very likely some day in 1958. And to keep up with them through the 1960's may well require putting up a returnable, manned satellite by 1962, a permanent habitation in outer space by 1965, and a manned expedition to the moon and back by 1968.

To follow this timetable, devised to match probable Russian feats, would require, Van Allen explains, a 10-times multiplication and intensification of present efforts. This would mean spending as much as $1 billion annually for non-military space research, as compared with approximately $100 million now. It would also require using funds and scientific brains much more efficiently—with much less duplication of effort and with freedom from bureaucratic delays and armed-service rivalries. But, he says, such a multiplication by 10 might well bring 100 times as much annual harvest in terms of space-age achievements.

Viewed from a Navy helicopter, a Van Allen "rockoon" leaves ship in the Antarctic.

As an example of unnecessary delay in U. S. space-reaching, Van Allen recalls that in the fall of 1956 the Army's Jupiter rocket system showed its capability of orbiting a satellite with "a status of proof" that the Navy's Vanguard has yet to show a year and a half later.

One full year before Russia flung her first Sputnik into space, a three-stage Jupiter sped 3,500 miles in range and reached 650 miles in height. It carried a fourth-stage dummy, which could have been a "live" and orbiting satellite of 18 pounds. It was partly for bringing matters like this to public attention that the Army's Colonel John Nickerson was court-martialed, Van Allen recalls.

He says that in November, 1956, scientist Ernest Stuhlinger of the Army Ballistic Missile Research Center at Huntsville, Alabama, visited the SUI campus and urged the Iowa physicist to use his influence toward extracting the Army scientists from the frustrating predicament of having a proven rocket system, yet being sidelined in favor of the unproven Vanguard in the space race.

Occupied as he was with his teaching, departmental leadership, and preparation for SUI's large-scale IGY efforts—Arctic, Equatorial, Hudson Bay, and Antarctic expeditions during 1957—Van Allen made a thorough analysis of the contending claims. And last spring he telegraphed members of the official Technical Panel for the Earth Satellite program to urge a shift of the scientific payload—the satellite—to the Jupiter-C carrier.

Yet Van Allen would not blame anyone for the early December failure of the Vanguard vehicle at Cape Canaveral. "Failure of rockets of this type is part of the game. When the Germans tested and operated their highly successful V-2 ballistic missile during World War II, half of their projectiles blew up at the launchings. The Russians probably had some failures before they got their Sputnik flying," he points out.

Van Allen wants it better understood by the press and the public that it was the Vanguard vehicle, a Department of Defense project, which proved faulty at Cape Canaveral December 6th, not the scientific cargo under the direction of the National Science Foundation. He compares the rocket system to a truck and the satellite itself to the truck's load to stress that U. S. satellite scientists have fulfilled their share of commitments.

In fact, he says, the U. S. is probably not behind the Russians in the broad sense, scientifically and technologically; only in the specific area of preparing and using the best available vehicle for scientific payloads. Then he hastens to add, "We can't afford to rest on our

laurels in any area of atmospheric and space research, or we'll really fall behind them."

Responding December 9th to questions put to him by E. L. Weisl, special counsel of the Senate Preparedness Investigating Subcommittee, Van Allen replied with answers which were entered into the Congressional Record and widely circulated on the front pages of U. S. newspapers. The Iowa scientist wrote Weisl:

"I believe that there is adequate scientific, engineering and technical manpower in the U. S. missile and satellite field. There now exists a vast technology in the United States which can be applied to agreed national objectives. However, the administrative handling of this potential has been painfully divisive and painfully lacking in clear, unified objectives. The very roster of missiles under development by the several services is *prima facie* evidence for the diffuseness of national effort and for the lack of concentration of this effort on primary needs."

Van Allen went on in his replies to Weisl to express his confidence in the Jupiter-C system which, he said, proved itself in 1956 but "even after this famous flight, the issue was treated by the Department of Defense as too delicate to mention, lest the precarious balance of interservice rivalry be distrubed."

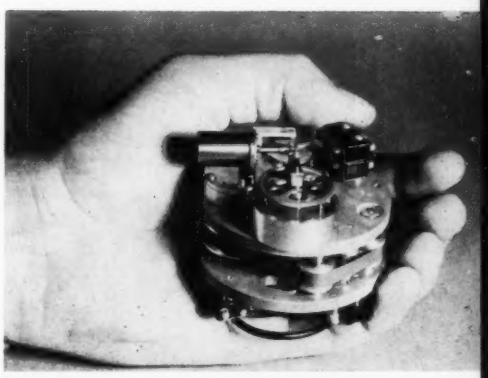
In this letter and in later talks with James R. Killian, the President's new scientific advisor in the space effort, Van Allen urged a genuine unification of missile and satellite efforts in a civilian commission of the general character of the Atomic Energy Commission. A subsequent development of this campaign has been the recent proposal of a National Space Establishment with ample powers and funds and with independence from the armed services.

When Sputnik I went up, George Ludwig, a graduate student who has been preparing SUI's satellite instruments under Van Allen's direction, was in Washington, D. C., representing the University physics department at an international conference of space scientists. (Van Allen was then en route to the Antarctic aboard a Navy icebreaker on SUI's longest and most pioneering IGY expedition.)

"I was discouraged," Ludwig said, "after we had been working for many months to trim grams and ounces off our payload to get down to 20 pounds, to find that the Russians had launched a 184-pound payload."

Ludwig and his mentor were even more impressed when the half-ton Sputnik II orbited — and with a dog passenger! Dubious of a Soviet super-fuel, they estimated that the Russians must have used a rocket system of more than 200 tons in weight (compared to Vanguard's 11 tons and Jupiter's 15) and as long as half a city block.

Since even before that morning when Vanguard — in the language of one California headline — went "10-9-8-7-6-5-4-3-2-1-Pfft!", Ludwig has been working at the Army-sponsored Jet Propulsion Laboratory at Pasadena, California. He has been modifying the 14-pound bundle which he had readied last fall for a 20-inch, 21-pound sphere in the nose of Vanguard. He has been preparing the made-in-Iowa instruments to fly with Jupiter this winter, in this vehicle's first satellite attempt. His night-and-day job has entailed simplifying and scaling down the Iowa cosmic ray detection apparatus to fit into a pipe-like satellite 80 inches long and six inches across. Companion instruments in the first Jupiter hoist are to be a micrometeorite counter of the Air Force's Cambridge Research Center and a space-thermometer rig of the Army's Jet Propulsion Laboratory at Pasadena. Much of the Jupiter pipeload, of course, consists of batteries to power its radioed beeps for at least several hundred spins around the globe. The load is so concentrated that Ludwig's tiny metallic tape-recorder must wait out the first Jupiter flight. He and SUI machinist Ed Freund spent much of 1957 whittling this device down to eight ounces and 2½ inches across. It can store up to two hours of space information, to be "read out" in a five-second period when the satellite is within range of an observing station.



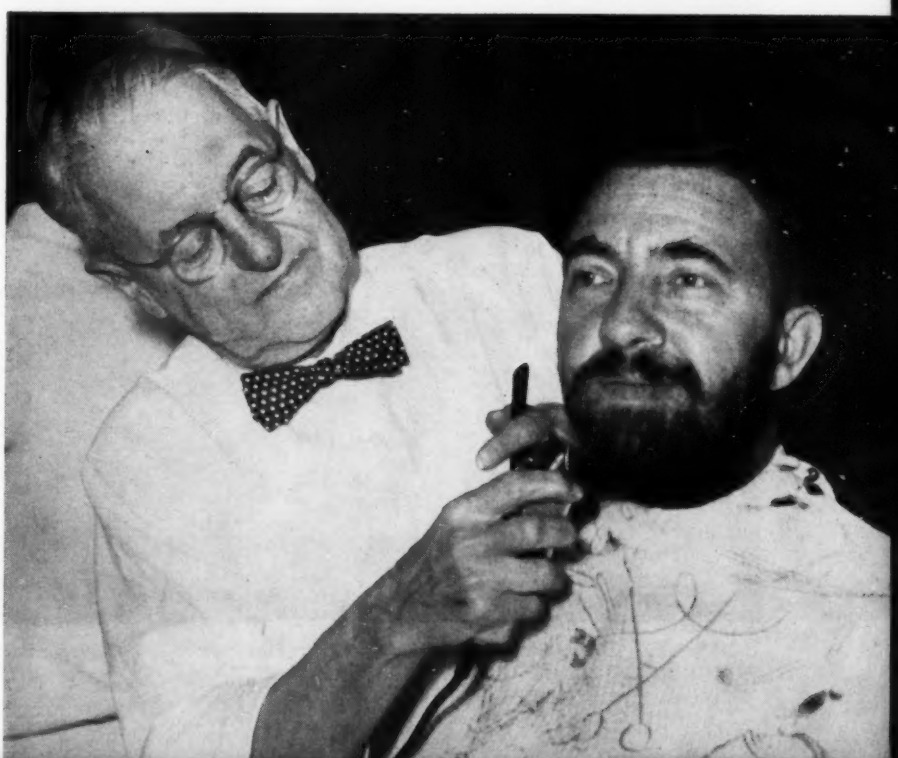
This 8-oz. tape recorder-transmitter was designed for satellites by Geo. Ludwig.

While Van Allen and Ludwig are the Iowa names linked to the dramatic and increasingly vital earth satellite program of the United States, the artificial moon project is only one part of the U. S. program for International Geophysical Year, scientific history's largest enterprise, involving and uniting physicists, meterorologists, oceanographers, and researchers from more than 60 nations, including several still outside the fold of the United Nations. The satellite is also just one of several parts of the SUI physics department's program in IGY.

About the time this issue appears, for instance, graduate student Carl McIlwain will be at Ft. Churchill, IGY base on Hudson Bay, to fire four Nike-Cajun rockets (two-stage types totaling 25 feet

(Continued on page 38)

Van Allen lost his beard after a week back in Iowa City following Antarctic trip.



Built in 1882, Dubuque's 289-foot short line rises 188 feet at a 60-degree grade.

Dubuque's I

The president of the Fenelon Place, in operation since 1882, inspects the entire roadbed of her short line twice daily.

by Glenn D. Everett

Photos by Arthur Langford

IOWA'S most unique contribution to American public transportation, the Fenelon Place inclined railway of Dubuque, celebrated its 75th anniversary last fall.

Still playing a busy role in the life of the river city, the 289-foot short line has, by its own admission, the nation's steepest and roughest roadbed. It rises 188 feet up the steep bluff from downtown Dubuque at an incline of almost 60 degrees.

Relying entirely on the revenue it earns from carrying 150,000 passengers a year up and down the bluff, the line is making money on commuter traffic, an incredible feat. This is even more remarkable in view of the fact that there has never been a fare increase since 1882 when banker J. K. Graves built the line.

It was a nickel a ride then, and it's a nickel a ride now.

Operating costs have gone up, of course, since the days when Chester A. Arthur was President of the United States, but the volume of traffic has more than kept pace. With the growth of Dubuque, the number of regular riders has increased year by year, as have the number of sightseers who take the ride up the bluff to view the magnificent 15-mile sweep of the Mississippi, including portions of three states, Iowa, Illinois, and Wisconsin.

Its strategic location is the secret of the Fenelon Place's 75-year survival against rival modes of transportation. In 1882, as today, the precipitous bluff

(Continued on page 40)

's Lift - *Still A Nickel A Ride*

From the platform on top of bluff there is a panorama of the Mississippi and business district, just partially seen in this view.

Children, of course, get a special pleasure out of cable-operated cars.

President of the line is Mrs. C. B. Trewin, now 86.

The problem of new buildings at our state schools has reached drastic proportions. Here are some alternatives to

Iowa's $64,000,000 Question

NO MATTER how you look at it, within the next ten years the State of Iowa must spend between $64 million and $69 million on buildings at its three institutions of higher learning: Iowa State College, State University of Iowa, and Iowa State Teachers College.

During that period the enrollment in these schools will have increased by 100%, they will have been called upon to conduct a much greater volume of research, and they will be pressed to provide even more services for the people of the state as a whole. All of this takes space as well as personnel.

The problem would be less serious if in the past we had paid even lip service to the needs of educational bodies. Now we are confronted with the cumulative shortsightedness of a generation of legislatures.

In the last thirty years, Iowa has appropriated only $26,513,302 in capital improvements for the Board of Regents' institutions! $19,000,000 has been allotted since 1945. By comparison Nebraska, a notably economy-minded state with half Iowa's population, has spent $21,500,000 since the war on educational building needs. During the same period Kansas has appropriated over $44,000,000; Minnesota, $70 million; Wisconsin, $41 million; North Dakota and South Dakota, both around $12 million. (These postwar figures include hospital and medical facilities.)

Last year educational authorities smiled for the first time in years. The legislature took its head out of the sand long enough to allocate $11,000,000 for askings totaling over $17,000,000. Then an unexpected blow fell with Governor Herschel Loveless' veto of all capital improvements—for schools, mental institutions, parks, and prisons.

The cited reason was the accompanying veto of a bill extending a 2½% sales tax. Some authorities felt that sufficient funds were indicated to have allowed the capital improvements to stand. Whatever the arguments may be, it has caused a serious setback in Iowa education.

Prior to the last session, the Board of Regents, the Tax Study Committee, and a number of private groups had investigated ways of financing the immense building needs that would remain if the legislature did its share in 1957. An additional $52,500,000 was decided up as a minimum figure. Now we must add to this amount the $11 million in vetoed funds that must be made up, plus the $6 million cut out by the legislature from the original askings.

All this totals $69,860,000 or, if you want to be conservative and accept the legislative trim, a minimum $64,000,000.

This is not an enormous figure if you consider the magnitude of our educational setup. If we can vote about half that amount for the Korean War Bonus and half again that amount for the World War II Bonus, it is certainly within our ability to pay.

The question comes down to *how* we should finance our educational construction needs. Traditionally Iowa has relied on the pay-as-you-go plan (or the don't-pay-as-you-go, if you prefer). This has two distinct disadvantages: (1) We need the new buildings by 1970 at the latest, a large share of them earlier. These are buildings, however, which will last well beyond the year 2000. The fair way to handle it would be to spread the cost over the usable lifetime of the improvements, just as major businesses do. (2) The biennial capital dole has proven a highly unreliable way to provide capital funds.

The second objection might be overcome by providing special taxes for capital purposes. Iowa used a property tax to construct some of its finest school buildings from 1895 to 1918. Colorado, Nebraska, and Kansas now have property taxes paid directly for institutional construction.

We have the example of the diversion of taxes for specific purposes right now in Iowa. The road use fund gets 10% of the proceeds from the state sales tax and all the proceeds of the 2% use tax imposed upon the sale and use of new motor vehicles.

The primary advantage of pay-as-you-go is the avoidance of interest rates on bonds. For example, one 40-year payment plan requires $26,107,000 in interest on a borrowing of $37,818,000.

BOND FINANCING

The most equitable system for obtaining capital funds is to issue bonds to be repaid during the life of the buildings. Two years ago a committee composed of W. Harold Brenton, Vivian W. Johnson, and Robert B. Patrick investigated the matter at length for the Board of Regents and the Tax Study Committee. Brenton and Johnson are bankers, Patrick is with the Bankers Life Company.

The methods they discussed were: (1) *Limited Levy Financing* whereby bonds are issued payable from a limited portion of taxes or fees such as a property millage levy. This requires a higher rate of interest than bonds from unlimited taxes and is presently unconstitutional.

(2) *Financing by an Authority* created by the state which can borrow money, erect buildings, lease them to the state schools, and pledge the revenue of the leases. This offers little convenience in Iowa and avoids the central problem of funds to pay the leases.

(3) *General Obligation Bonds* where the full faith and credit of the state is pledged in payment. Under the Iowa Constitution if more than $250,000 is to be borrowed in this manner an act authorizing incurrence of the debt must be passed by the General Assembly and approved by the electorate and the act must provide for a direct annual tax on property sufficient to pay interest and to discharge principal within 20 years from the time the debt is "contracted." Such

funds could be obtained at the lowest rate of interest, but the direct property tax provision raises many objections.

(4) *Revenue Obligations* can be raised by empowering the Board of Regents to borrow funds for capital improvements and to pledge for repayment of the obligations fees to be charged students. Dormitories at the state schools have been financed by this familiar plan. The revenue method avoids creating a public debt and does not require a vote of the electorate. Interest rates, however, run ¾% to 1% higher than those for general obligation bonds.

(5) *Combination General Obligation and Revenue Bonds* call for the pledge of the full faith and credit of the state as well as the revenues anticipated from the improvements. Patrick said the committee was "greatly intrigued" by this plan as it provides for a low interest rate as well as a payment plan which avoids a property tax. However, it is presently unconstitutional in Iowa.

The committee's recommendation was that the Revenue Obligation bonds be issued. Following up this report, a bill was submitted in the last legislature to implement this suggestion. Known as Senate File 4, it was passed by the Senate and killed in the House sifting committee.

Stripped of the niceties of gentlemanly argument, the original intent of the bill was not to dun the students for capital improvements, except possibly to a very small extent. It was to force the legislature to provide consistent and adequate appropriations for buildings. Implied in the whole discussion was the fact that the legislature must make up the revenue lost in paying off the bonds.

Somehow this friendly reasoning became lost in the course of the session and the last version of S. F. 4 called for a stiff student building fee. Since the last general assembly also demanded the schools raise their tuitions considerably, which has been done, the prospect of an additional student burden is not pleasant for school officials, no matter how badly they need buildings. They see too many able students barely making it now, or even leaving college.

If we reject the revenue obligation method of financing, then where does the answer lie? It can only be in three directions: a special tax, which would probably be on property, designed for capital improvements; general obligation bonds paid for by a direct property tax; or constitutional amendments to allow use of general obligation bonds which can be repaid from the general fund.

Troublesome as it might be to put into effect, the latter course would be the most pleasant one. Property taxes in Iowa now carry an extremely heavy burden and any new ones would certainly raise great opposition.

What needs to be amended in the constitution so we can use the third alternative? First, it should permit debt to be incurred maturing within 40 years, rather than 20 years, and repayable from any revenues of the state. Second, the constitution should provide that the general credit of the state may be pledged in combination with a pledge of specific revenues.

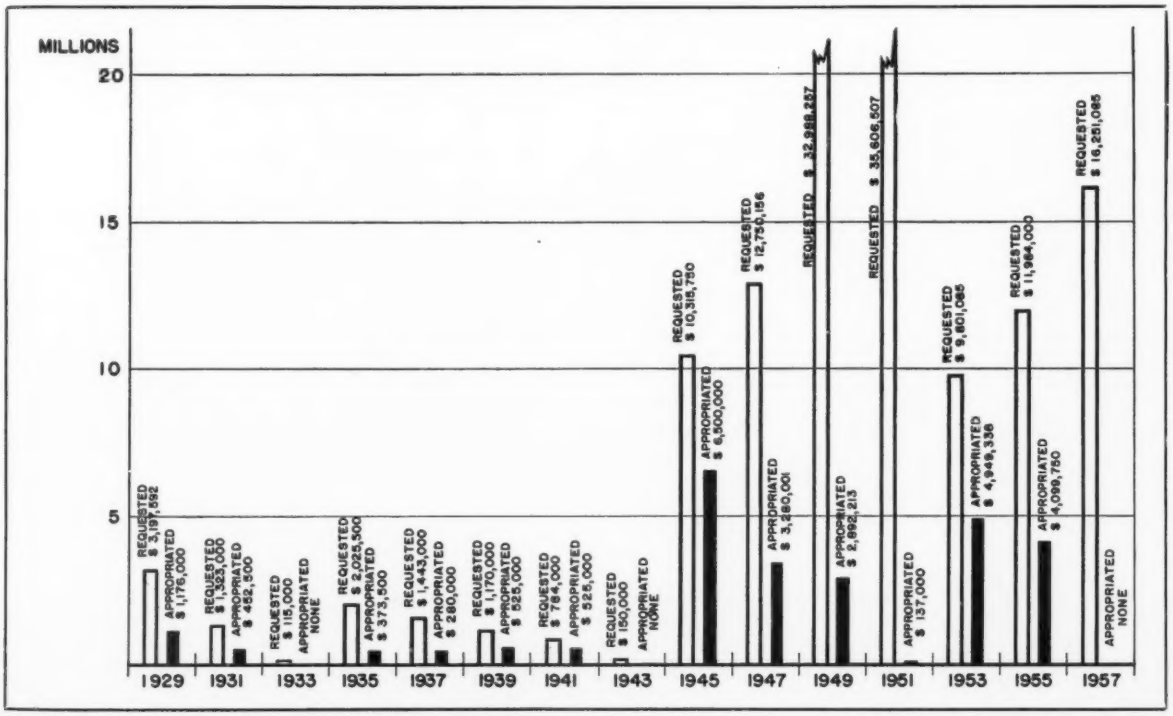
Amending the Iowa Constitution is a cumbersome procedure. Any amendment must be voted on by two sessions of the legislature before it is put before the people. This normally lengthy procedure could be shortened if Governor Loveless would call a special session before the next general election. If the amendment passed that session and also passed the one meeting in January it would be legally ready for the electorate according to legal authorities.

Another short cut could be taken in 1960. Every ten years Iowa voters are asked to decide whether they want a Constitutional Convention. Then it is up to the legislature to call one. Such a convention could be approved. There is a legislative hurdle, however. The voters asked for a convention in 1920, but the legislature never issued the call.

A LOOK BEYOND

Capital improvement bonds for our state schools are not a total solution to our multiplying institutional problems, but they may place our other needs in a workable light. We will

(Continued on page 43)



Compilation of requests and appropriations for capital improvements at Board of Regents' institutions, by legislative sessions.

From a pictorial history of Cedar Rapids by Sutherland Dows, we present a series of oil paintings by Edwin J. Bruns.

Seven Ages Of A City

Song of the Cedar

Paul Engle

I

A hill-held valley with a river running
Out of the north hills into the south,
Fish from that river, corn from those hills,
To nourish the Indian's red and hungry mouth.

Then the wide river splashes where a man
Rides through the rapids on a rapid horse.
Next on that river bank a mill for grain
To be, like hill and river, a nourishing source.

A city is not hills, or look of place,
But men and women and the looking face.

II

Black walnut logs, with rocks, were sunk across
The Cedar, to make a dam for grinding flour;
Later, a longer concrete dam to change
Earth-colored water to earth-lighting power.

(Sometimes, where the high tension wires go over
Indian village site, a lone man hears
Beyond the wire droning from the dynamo,
A stone-axe hacking the dynamic years.)

A city is not merely natural force,
But people in their love, pride, hate, remorse.

III

Then came the horses: chestnut, bay, white, sorrel,
Lifting their feet high on the soft dirt road,
Tough Morgan, gentle mare, the Roman-nosed
Who'd rather kick a man than pull a load.

Over the black, plowed fields a black smoke meant
More city-building men on the westbound train.
Now from the wind-quartering sky there glides
(With still more men) the whole-earth-quartering plane.

A city is not building, street, alone.
But character that strengthens it like bone.

IV

Path became street graced with the graceful church,
Wood store turned brick, grist mill became great mill,
Horse changed to engine, with its horsepower rated,
And all done by those men with their free will.

City of trade, machines, of radio
Signal bounced from the moon incredibly,
Vigorous place, out of wilderness made
By human and electric energy.

A city is not store, cash, factory,
But what its people are, and want to be.

V

City of bridges, not by kings of France
Or England built, by royal decree,
But useful arches built by useful men
Out of their individuality.

Bridges that reach out like ecstatic arms
To touch a farther shore that they have blessed.
They run in the American direction,
Pouring their birdlike curving east to west.

A city is not bridges in the weather,
But mortal feeling joining men together.

VI

City of houses, from the first log shack,
Made on the spot where fell the first sawn trees;
City of wood, brick, stone, filling that empty
Landscape with homes filled with their families.

City built in a forest, now a city
Of trees—from a height only leaves are seen.
City of houses gray, brown, red, but in
Summer's white heat a city all live green.

A city is not walls of colored brightness,
But, in its lived-in homes, the heart's lightness.

VII

Nourishing city where meat, oats, milk, corn,
Join with enriching music, book and art,
Old nature gave you land, hope, skill and life.
Give nature back a wise and generous heart,

Give food that holds us like the solid earth
Rolling beneath us in the turning night,
And character leading that city on,
By day a cloud, by dark a glittering light.

A city's future is not tall stone piled
On stone, but a free mind in a living child.

Copyright 1957 by Iowa Electric Light & Power Company on the paintings, text and poem, "Song of the Cedar."

I. The Age of The Mound Builders

A. D. 500-1000: Beside the Cedar, prehistoric men build their earthen works. Little is known of the people; the mounds maintain an enigmatic silence.

II. The Age of The Indian Village

A. D. 1673-1873: Where the Cedar runs sparkling in swift rapids over its rocky river bed, the red man makes his home and flourishes amid the abundance.

III. The Age of The Frontiersmen

1838: The frontier reaches the Cedar River valley. The city's first residential unit, Shepherd's Tavern, is known for wild times and horse thieves.

IV. The Age of Industry from Water Power

1842: A crude dam is built. It starts the town on its way as an industrial center. With the rapids conquered, saw mill and grist mill serve settlers.

V. The Age of The Iron Horse

1857: The first train pulls into Cedar Rapids—five cars full of guests. Practically all of the 1500 residents and many visitors welcome them.

VI. The Age of The Streetcar & Carriage

Early 1900's: The automobile has not replaced the trolly, but electricity has arrived. Prophetically, planners laid out First Avenue 150 feet wide.

VII. The Age of The Modern City

1958: Today a modern city stands where the first log cabins perched beside the beautiful river so few generations ago. Municipal island, homes, part of the business district, the Quaker Oats plant depict but a part of the progress Cedar Rapids has made.

"What is the city but the people ?"

—Wm. Shakespeare

FROM the time when the Mound Builders lived here beside the Cedar river—down to the present day—it has been what the people around here did that was all important. And no matter who they were—Mound Builders, frontiersmen, city planners and builders —this area has always brought out the enterprising spirit in them.

"For instance, far-sighted men immediately recognized the value of the water power available in the Cedar. The very first thing they did was to build a dam and start saw and grist mills. As a result, this was never a 'log cabin town,' as so many pioneer settlements in this area were. People could buy lumber and build houses. In addition, Cedar Rapids very soon began to export flour, lumber and even paper at the time a paper mill flourished here. Thus, from the start, Cedar Rapids seemed destined to be what it has become—an industrial city.

"I think that Cedar Rapids has been extremely fortunate in having 'able and substantial people' as its founders. I don't mean that they were necessarily the best educated or that they were necessarily wealthy, but they were the kind of people who didn't run from danger . . . Substantial people always attract others of their kind. And a city built along substantial lines will always attract the right kind of newcomers who, in their turn, will become the leaders of the city."—*Sutherland Dows.*

Gowrie's Mayor might have been the inspiration for Sadie Hawkins' Day; he delighted the country with his

Proclamation: Get Married or Else

by DENNIS L. DIXON

ON January 28, 1904, the weekly edition of the Gowrie News hit the streets and within an hour the entire supply had been sold and almost everyone in town had scanned its pages. It wasn't the Russo-Japanese War or President Teddy Roosevelt's latest speech befor Congress which created the unprecedented demand. The big news was on the editorial page. Here appeared the mayor's proclamation which was to be printed and reprinted across the nation and bring fame, if ever so fleeting, to Mayor E. W. Sorber and his little town.

"To whom it may concern— Be it known that it is hereby ordered and adjudged that all widows and old maids inside the incorporated town of Gowrie who do not exercise the rights accorded them by custom in leap year to propose to some widower or old bachelor within the year shall be subject to a fine of not less than $1 or more than $10, and any widower or old bachelor refusing such proposition shall be subject to a fine of not less than $5 or more than $20. All fines to revert to the town for a public library fund. Of this take due notice and govern yourselves accordingly.

Given under my hand and seal of the great commonwealth of Gowrie this 22nd day of January, 1904."

Enterprising and popular Mayor Sorber, a veteran of the Civil War, a widower, and a pioneer in Iowa while the area was yet a territory had come up with a unique idea.

The town had long wanted a public library but funds were a little short. Searching for a way of raising money the mayor's thoughts fell upon the rich bachelors, the wealthy widowers, the well-to-do spinsters, and the property-owning widows of the little north-central Iowa town. The mayor estimated there were about 25 old bachelors and 25 to 30 old maids living in the community at that time, not to mention 15 to 20 widowers and about the same number of widows. This was leap year. Jokingly the mayor thought, why not give cupid a hand and get some of the eligible town maidens and rich old farmers married off or force them to pay fines for failure to comply with the town canons. Thus the mayor penned and published his marriage proclamation.

Almost as soon as the proclamation appeared the story spread in all directions. What had begun as an innocent little joke began to snowball into a story that touched the heart and tickled the sense of humor of the entire nation. Paper after paper picked up the story. Editors and columnists made witty side comments on it. Dozens of poems were inspired by it, and the Chicago Chronicle even sent a reporter 400 miles across the frozen prairie in the dead of winter to get the story, along with pictures of the town's most eligible candidates, to feature in their Valentine's Day issue.

Within two weeks, millions of people found themselves, out of curiosity, thumbing through the pages of their atlases trying to pick out the dot that marked Gowrie, Iowa.

Letters by the hundreds poured into the local post office. Some were scrawled by lonely farmers on the western frontier. Others written by spinsters looking for a husband and still others were written just for the fun of it. Widower Sorber received hundreds of requests for pictures of himself and dozens of proposals for marriage, as letters like the following began to flood into his office.

Pittsburgh, Pa.
Feb. 5, 1904

Mayor E. W. Sorber

In reading this morning's Dispatch I was so struck at your novel offer as the means of securing a library. It is good and to proceed to carry out the idea and test you and if not taken

(Continued on page 40)

Widower Mayor Sorber caused furor.

Quiet Gowrie of 1904 became nationally famous. Here is Main Street of the era.

Closing Out Sale

by LARRY CAMPBELL

"Here's a level that's really on the level." As auctioneer Glen Baumgartner starts his chant m

The close-out auction is the pulse of farm life -- an end for one, continuity for the many, beginning for some.

TWO kerosene lanterns sold for 50 cents apiece—lanterns Charlie had used to light his path to the barn hundreds of dark winter nights—but then lanterns aren't used much any more.

Charlie Shalla, who'd spent a lifetime farming in Washington County, the last 12 years of it on a farm he'd bought near Brighton just 20 miles from his birthplace, was selling out. His health had given out. Arranged in piles and rows lay the artifacts of his life's work—a long row of machinery in a snowy alfalfa field, piles of well kept hand tools in the barn, and his home's furnishings arrayed in the back yard.

Auctioneer Glen Baumgartner raised his voice and began his chant on the dark chilling winter day shortly after 1 p.m. It was all gone by 4:30—a sofa and stuffed chair, a bowl of wax fruit, a washing machine, a barn full of hay, tillage implements and a tractor—evidences of Shalla's life on the land.

Charlie Shalla was selling out.

Small machinery, tools are sold off. Above, owner Shalla.

rts bi chant men at edge discuss price paid for nearby farm.

"Who'll give me fifteen, fifteen . . ."—Clerk Warren Morgan scans crowd.

She came early, braved cold, just looked.

"How does it look to you?"

"All right, let's go on the machinery."—and the crowd heads for the pasture.

"How about it . . ."—Baumgartner starts tires.

RUSSELL OF RAPID THERMOGAS

Now only 50, he became one of the state's top success stories by astutely capitalizing on the boom in LP-Gas. Today he accounts for 20% of the Iowa sales.

Photos by GORDON ADAMS

EVEN Horatio Alger, in his famed books, acknowledged the importance of being in the right place at the right time. In discussing his remarkably successful business career, Charles Russell is the first to concede that he fortunately "chose the right horse to ride" when he finished college in the midst of the depression.

Now president of Rapid Thermogas Company, a firm that covers 85% of Iowa with LP-Gas service and accounts for 20% of the Iowa sales, horse-enthusiast Russell also knew how to stick to a promising mount once he had drawn it and how to urge the most out of it.

A few national statistics illustrate what a race this has been. The earliest figures available on LP-Gas sales are for 1930. Russell entered the business in 1931, a year when total sales were 28,770,000 gallons. In 1955 sales were just under 6,000,000,000 gallons. The industry expected a total volume of seven and a half billion gallons in 1957.

This data is even more impressive when you consider that LP-Gas is at a competitive disadvantage to natural gas and that this growth has been made in the face of a tremendous boom in natural gas distribution. In the last two years, for example, Rapid Thermogas has lost 1,500 customers to natural gas in the city of Des Moines alone.

What has saved the day for the LP-Gas man, and saved it well, is the ever expanding number of uses for his product.

"When I first started out," Russell explains, "we were only interested in kicking the coal and kerosene stoves and wood ranges out of the kitchen. We would take a 13-lb. cylinder and a two-burner hot plate to a farm home and ask them to try gas cooking for a couple of days. Gradually, we began to make our point. Now we talk in terms of 500 or 1,000-gallon tanks for house heating and tractor fuel."

LP-Gas is an abbreviation for liquefied petroleum gas. It is used to describe the hydrocarbons, butane and propane, or mixtures of the two. They are extracted from natural gas either at the production point or at the refinery as by-products. They exist as liquids under moderate pressure but, since they vaporize easily, they can be transported and used with a minimum of difficulty.

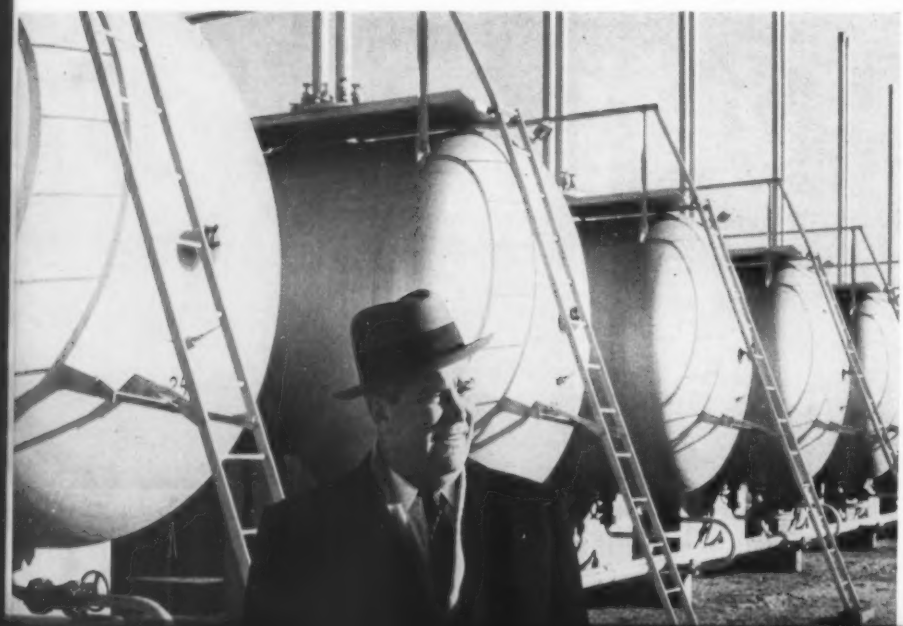
In the tanks common around homes and on farms, the vaporized gas gathers at the top of the cylinder where it is readily available for use. Propane is commonly used in Iowa since it will gasify in temperatures down to 44 degrees below zero. As a gas it is hotter than natural gas.

The LP-Gas used in Iowa comes in tank cars from the Mid-Continent Field in Oklahoma and Texas. It is then stored in huge tanks at central distribution points. Rapid Thermogas presently has facilities in 29 cities, 23 of them in Iowa. From there the gas is trucked direct to bulk users or bottled for local dealers.

The present-day domain of Rapid Thermogas is a far cry from the days when Charles Russell and his partner, Walter Shettlemore, struggled to gain acceptance for the new fuel. LP-Gas had been introduced to Iowa only three years prior to their entry in the field in 1931. In fact, the going was so slow that for the first four years Russell taught commercial subjects and science in Bussey High School, southeast of Knoxville, for $75 a month and sold gas on weekends and in the summer.

LP-Gas had begun to catch on by 1938 when Russell bought out Shettlemore, and teamed up with Des Moines attorney Rufus Scott. Scott died in 1941. By this time LP-Gas was well established, but the war situation prevented expansion. Russell used his breathing time to good advantage, however, and when the hostilities ended was ready with plans for an ambitious building program. During 1945 and 1946 he ringed the state with plants at Spencer, Clinton,

Founder-President Charles Russell inspects storage tanks of his Rapid Thermogas Co.



Ottumwa, Shenandoah and Decorah.

Then in 1947, Russell's Thermogas Company, as it was then called, merged with the Rapid Gas Corporation of Cedar Rapids and the present title was assumed. After a stockholder fight, Russell bought out the Rapid Gas interests in 1950.

Today the company is 75% owned by employees, including the Russell family, and 25% owned by retired or former employees and heirs. There is an average of 240 people on the firm's payroll, a considerable increase from 50 in 1948.

Principal executives include Harlan Williams (treasurer and purchasing), Grant Haas (sales), Elmer Schmidt (secretary and safety supervisor), Robert Manning (service school and engineering), John Lewis (farm development), Gene Glessner (promotions), Maurice Maher (Des Moines and Audubon operation), and Everett Lunning (Waterloo, Cedar Rapids and other operations.) Williams, Maher, and Lunning are vice-presidents.

Annual sales of Rapid Thermogas now run over $5,000,000 annually on a capital investment of $3,700,000. The large amount of capital, in terms of sales, is the result of expensive needs of distribution facilities, smaller tanks, and trucks. The larger tanks are leased or rented to the users.

The heavy capital requirements of a large-scale LP-Gas operation have led Russell and his associates to consider public financing. At the present time most of the outside money comes from banks and insurance companies.

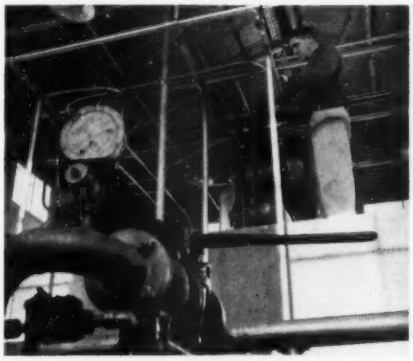
Rapid Thermogas is now halfway through a five-year expansion program. Already 12 plants have been added to the operation under this development blueprint. Since the economical operating area for a plant is 25 miles in any direction, locations are chosen with a 50-mile spread in mind.

Except for Spencer, the company still has all the plants started immediately after World War II. In addition, it has Iowa locations at Cherokee, Storm Lake, Pocahontas, Emmetsburg, Algona, Mason City, Radcliffe, Marshalltown, Allison, Charles City, Waterloo, Cedar Rapids, Grinnell, Washington, Wilton Junction, Fruitland and Audubon. Added only October 1, 1957, the Audubon plant is the most recent acquisition. Future plans call for filling in the areas of the state where Rapid Thermogas is not presently represented. These include the Atlantic - Council Bluffs area, Dubuque, and the extreme northwest corner.

Charles Russell also considers the southern half of Wisconsin and the northern third of Illinois (outside of

(Continued on page 39)

In the Des Moines plant, cylinders destined for home use are filled with LP-Gas.



Vern Logue checks on the tank farm pumps.

Les Honts fills a service truck.

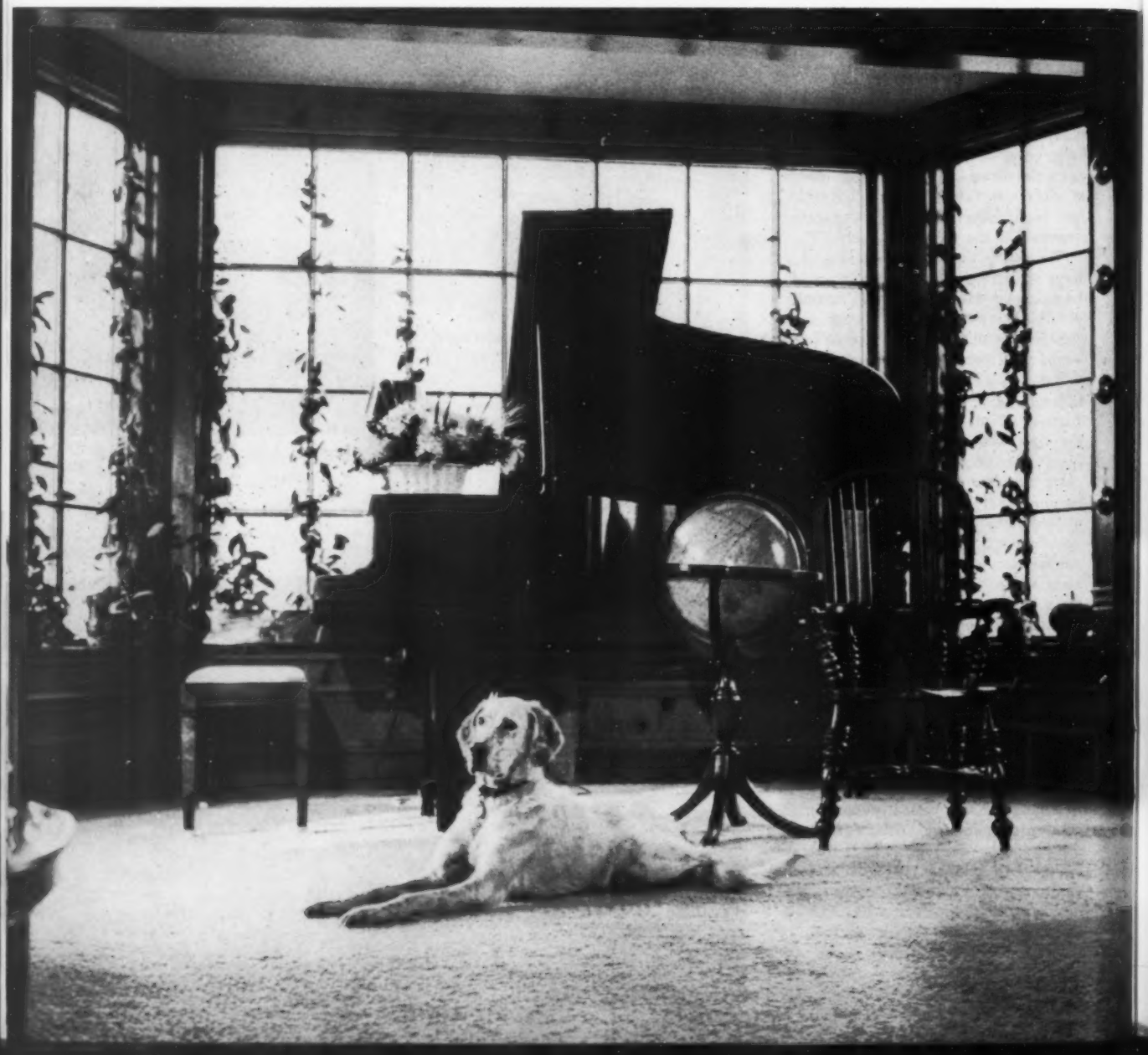
Company board meeting is opened by Russell. Starting at his right are Elmer Schmidt, Emma Albright, Warren Buckner, Don Browning, Letti Scott, Dick Russell, Maurice Maher, and Harlan Williams. Hugh Breibelbeis and Everett Lunning are not present.

The Robert Yaws happily combined the advantages of a one-story plan with traditional architecture in their

TRANSITIONAL GEORGIAN

by JOAN LIFFRING

Immediate view upon entering Yaw home is of Ginger, their English setter, lying before the grand piano in the big bay window.



IN A secluded area of the winding Indian Creek valley, Mr. and Mrs. Robert E. Yaw of Cedar Rapids have built and furnished a superb Georgian Colonial home.

Situated in two wooded acres at the end of a curved drive, the house overlooks a country club golf course. The front of the house is trimmed with columns and wrought iron, resembling, in the words of one guest, "starched lace."

The front entrance combines navy blue double doors with large brass box locks and floors of old brick. This same brick continues through the hallway to the bedroom area, and through one side of the dining room to the kitchen.

In the center of the house are the living and dining rooms; the kitchen and breakfast room, a utility room and a two-car garage are in the left wing; the bedrooms, two baths, and a den are in the right. Downstairs with one wall exposed by the grade is a recreation room.

Mrs. Yaw, an avid antique collector, is especially interested in lamps. Many of those in the house are made from French seltzer bottles covered with caning. Others are fashioned out of water pumps, a stereopticon, and an old samovar.

The entire home is decorated and furnished in a traditional manner, but it is also designed for the most modern conveniences. In the living room, the paneled wall opens for record storage, television, hi-fi, and radio, which play throughout all of the living area rooms.

The Yaws have two sons, Copper, 11, and Campbell, 8. Mr. Yaw is vice-president of the Souvenir Lead Pencil Company of Cedar Rapids, a 50-year-old firm. He attended the University of Iowa with a major in advertising. Mrs. Yaw majored in interior decorating at Monticello College in Illinois.

Mrs. Yaw has been a collector since her boarding-school days. "I have a wonderful outlet when I get too many antiques," she explains. "My sister, Mary Buckingham, has an antique shop and she sells them for me."

The Yaws doubt if they will ever have their house completely finished because it serves as a setting for their collecting hobby as well as a home for rearing boys.

Mrs. Yaw arranges wheat in bisque dish on living room table.

Belgian fireplace tiles depict tradesmen of the 18th century.

Wrought iron and columns, trimming the front of the house, are accompanied by white benches, chains, and antique hitching posts.

Opposite the fireplace is a hunt table cut down to serve as coffee table.

Hallway to bedrooms displays 17th-century maps.

Mrs. Yaw stands at the entrance which is flanked by apothecary bottles. Color of water in the bottles is changed with seasons.

Boys' room is papered with great-grandmother's Campbell tartan.

The master bedroom is done in matching Williamsburg fabric for the curtains, bedspread, and wallpaper above the white wainscoating. The color scheme for the room is navy and white with a mustard carpet. Opposite the bed is a fireplace and just next to it a window seat which opens into a woodbox.

In Yaw dining room, French provincial furniture rests on a grey-blue carpet. The walls combine pine wainscoating with Williamsburg scenic wallpaper. The large window looks out on the back yard. On the opposite side of the room is a break front, flanked by two windows which overlook the front yard.

Breakfast room furniture is reproduction of Colonial pine.

Sledding in back yard are Yaws' sons, Copper, 11, Campbell, 8.

From Singapore by Motorcycle

SUI student Maung Ghi braved dangers, hardships to cross Asia and Europe.

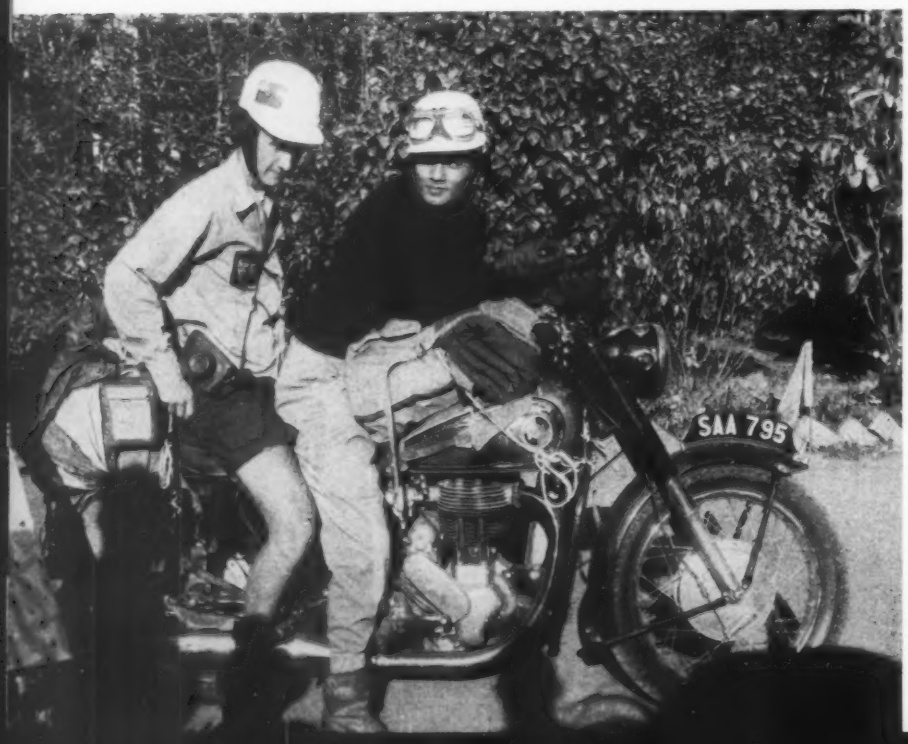
by JAMES WELLS

RARELY, if ever, has a young man risked his life as many times as Maung Ghi did in traveling from home to college. The Burmese youth did the first long step of his journey to Iowa City by motorcycle. He crossed roadless jungles in southeast Asia, seas of desert sand in the Near East, and continental Europe.

Maung's riding companion on the stout British machine purchased in Singapore, starting place for what proved to be an epic 23-nation trek, was Tom Manton, an American missionary's son on his way to Ohio Wesleyan University. During the six-month trip they faced extreme heat, near-starvation, agonizing thirst, bullets of rebel snipers, and most unnerving of all—brake failure down a Turkish mountain slope with the runaway cycle hurtling 70 m.p.h. before throwing them off.

Yet the pair survived all these adventures and more, and last fall Maung started his studies in history and religion at SUI. Shy in his period of adjustment to a new life and saying that he wants to "forget the bad things and just remember the good people and places," he did not tell his story until recently, after the University visit of U Win, Burma's ambassador to the U. S. The ambassador urged Maung to publicize his adventures as an episode in linking understanding between the peoples of Asia and America. For here were a Burman and an American who had succeeded in a close union of East and West all the way from the Malayan peninsula to the English channel.

In Rangoon, Maung and Tom pause on their six-month trek to English Channel.



Maung, 22, is the son of U Ba Than, director of physical education for all the schools of Burma and a guerrilla leader in resisting Japanese invaders during World War II. The youth is a bullet-scarred veteran—he suffered his first war wound at the age of nine—of fighting against the Nipponese and later against Communist forces. As a student at the University of Rangoon, Maung was elected president of the Burma Conference Methodist Youth Fellowship and joint secretary of the United Christian Youth in Burma. In 1953-54 he acted as a translator and interpreter for Frank Wachowiak, Iowa art professor then in Rangoon on the Fulbright exchange program. Now Professor Wachowiak is Maung's official sponsor for his educational stay in the United States.

The motorcycle trip started February 1, 1957, in Singapore, where Maung and Tom bought the motorcycle and could obtain an international customs duty pass for the machine, traveler's checks in British pounds sterling, road maps and other necessities. They had some limited sponsorship from the Burma Oil Company, their national newspaper in Rangoon, and a British motorcycle company. They spent most of the January preceding their journey trying to unsnarl international red-tape in Singapore. Said one British officer: "You should see a psychiatrist."

But once underway they made a good start, the first day covering 250 miles up the Malay peninsula, despite several highway blockades set up by the British to screen out Communist rebels. Their second day was good for 200 miles, to Penang, near the Thailand border. Since that country has a long record of hostility to Burma, they were at first denied a visa to enter. But after a three-day wait, Thailand's Postmaster General interceded for them. Maung had known the official's son in preparatory school near Delhi, India.

At the top of the peninsula, especially along the border between Thailand and Burma, the jungle proved almost impenetrable. While red lines on their maps indicated roads, monsoons and the jungle's fast growth had wiped out most of the military routes prepared and maintained by the Japanese and the British. Some days the youths were lucky to travel 20 miles, pushing their heavy vehicle through the undergrowth, across rope, bamboo, and log bridges, and fording streams. They sometimes slept in trees to get off the swampy

ground. As villages proved far apart or had moved elsewhere, they soon used up their concentrated emergency rations, going one time for three days without food before meeting some friendly tribesmen.

With a sidetrip across Thailand to visit the famed Angkor ruins in Cambodia in Indochina, the young men spent two weeks altogether in getting from Singapore into Burma. A band of smugglers, illegally trading fabrics, jewelry, and opium between Thailand and Burma, befriended them and gave them protection from the many bandits along that teeming border. Maung and Tom even crossed the border into their homeland in the company of the smugglers. "We had to be very friendly and very tactful, especially as we looked somewhat official in our helmets and goggles."

In getting from the Burmese border to the capital city, Rangoon, they dodged pockets of rebel tribesmen spurred by the Communists to resist the national government. Sometimes they waited for army caravans. Sometimes they were shot at. "It sounded like bees buzzing by my ears. But I've been shot at many times before," says Maung.

Though there were roads in southeast Burma, they were often mined by the rebels. The youths preferred the muddy rice paddies beside the roads. "A cow on the road only 25 feet from us stepped on a mine and blew up." Armed only with a knife and a dagger, the motorcyclists were also wary of tigers in the Asiatic jungles.

They stayed in Rangoon for five days with their parents. Tom, too, had been born in Burma, and since he didn't reach the age of 18 until the end of the journey and had experienced very little as compared with the older Maung, the American boy's missionary parents were considerably worried—to put it mildly. They talked to school and university groups and received a great deal of attention from the newspapers.

Leaving Rangoon, they followed the broad Irrawaddy River up the "road to Mandalay," making the 200 miles in two days. Just a few hours after Maung and Tom left Shwebo, a town 50 miles north of Mandalay, a big fire started by Communist rebels leveled Shwebo's 5,000 huts and houses.

On the Burma-India border they found one mountain pass after another too difficult or too dangerous. For instance, one hill tribe had recently killed two German missionaries. The youths got lost several times again.

In Imphal they had to wait for an Indian army escort because the Nagas, a head-hunting tribe of hillmen hating all things European, were marauding in the area west of Imphal. Then they had a vehicle accident, breaking a piston. Indian officials took them to Calcutta for the replacement. Since the new motorcycle part took most of their remaining funds, they were guests of the Salvation Army in Calcutta for a time until they made contacts with University of Calcutta students.

Maung Ghi traces his 20,000-mile route by motorcycle with author James Wells.

They made good progress across India, but ran into real trouble again in the deserts of Baluchistan, near the Pakistan-Afghanistan border. Through India and Pakistan they had generally been able to get gasoline and provisions from military trucks when they couldn't find these necessities in the cities and villages. But in Baluchistan a sandstorm covered them and what roads there were. Out of gas, hungry and thirsty, they didn't see how they could survive pushing a motorcycle an estimated 80 miles or more to the next outpost. There was no sign of human life or traffic.

However, a supply train carrying water and food to border outposts appeared and they were able to flag it down. The train traveled this route only once every two weeks, and luckily the youths and the train made connections. All cars, except an occasional smuggler's vehicle, avoid this desolate region.

In southeastern Iran, an area of bare mountains, salt plateaus and no water in the rivers, they met two British cyclists at an oasis. "Don't go across southern Iran. We nearly died," Maung and Tom were told. But with no roads and no villages in northeastern Iran, the two students also "nearly died." Both suffered from exposure to the merciless sun—the temperature climbed as high as 135 degrees. Tom also became ill with a version of Asian flu, and they spent six days in one Presbyterian Mission hospital and three days in another. "Without missionaries I don't know how we could have survived. The Moslem people of Iran don't care what happens to foreigners."

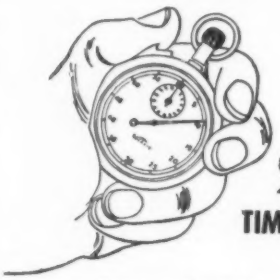
It was the middle of May, three and one-half months after starting their two-wheeled trek, that Maung and Tom reached Baghdad. Here they were delayed for several days waiting for permission to pass through the Arab countries of Asia Minor.

In central Turkey, the motorcycle failed them most seriously. "Both brakes gave out just as we started down from a mountain pass. At 70 m.p.h. we headed straight for a valley of rocks. The cycle hit a boulder and we were thrown off. When I regained consciousness, all 560 pounds of the cycle were on my leg, and I had a broken shoulder." They spent two weeks in a hospital at Kayseri after this worst of seven accidents on the road. The mishap also broke the frame of the machine.

Across the Bosporus and in Istanbul, they spent several days with students, staying at Roberts College, an American institution in Turkey. Maung relates an amusing incident at a social affair there: "My hair was quite long since it hadn't been cut since we started. I had been asked to wear Burmese native dress, a kind of long robe. While I was sitting watching some of the students dancing, a young man came up to me and asked me for a dance."

Crossing Europe was almost easy—after Asia. There were plenty of good roads, and the people were much friendlier than in some of the Moslem areas that they had passed through. But ac-

(Continued on page 44)



2000
TIMES A MINUTE

Iowans *depend* on the telephone. Our customers in this state make more than 3,000,000 calls a day — an average of over 2,000 calls every minute of the day and night.

Mothers getting household chores done quickly — business men adding hours to the day through money-saving, money-making calls — farmers checking prices and ordering machinery parts — emergency calls and friendly chats . . . whatever the occasion, the telephone faithfully carries your messages near and far.

It is your cheapest personal service.

NORTHWESTERN BELL TELEPHONE COMPANY

AMANA—**Ox Yoke Inn.** Amana foods served family style. Many antiques on display. We conduct Amana guided tours. Write for details and reservations.

Ronneburg Restaurant. German Dishes a speciality. AAA approved.

ATLANTIC—**Whitney Hotel.** You'll enjoy some mighty tasty meals in the Coffee Shop of the comfortable Whitney Hotel. We're easy to locate, too . . . in the heart of downtown Atlantic.

CARROLL—**Hotel Burke Dining Room.** "Try Iowa's Best Choice" Prime Ribs of Beef Dinner.

CEDAR RAPIDS—**Hotel Roosevelt.** Good Food. Fast Service.

DAVENPORT—**Hotel Blackhawk.** Famous for Sunday Smorgasbord. Served noon to 8 p.m.

DECORAH—**Winneshiek Hotel.** You'll be warmly greeted in our beautiful new Coffee Shop from 7:00 a.m. to 10:00 p.m. everyday and we're conveniently located in downtown Decorah.

DES MOINES—**Wimpy's Steak House.** Distinction in Des Moines. South Union and Jackson. Open 11 a.m. 'til 11 p.m.

Country Kitchen Restaurant. Superb food in a charming Early American setting. Open daily for breakfast, luncheon, dinner, snacks. Hotel Kirkwood.

The Steak Ranch. Choice Iowa steaks, broiled on an open Hickory Charcoal Hearth. Evening 5 to 10 p.m. Luncheon 11:30 a.m. to 2 p.m. Family Sunday dinners noon to 9 p.m. Located in Hotel Fort Des Moines.

FORT DODGE—**Wahkonsa Hotel.** Sumptuous food served in the magnificent dining room of Fort Dodge's finest hotel from 7:00 in the morning till 10:00 at night—everyday.

HOMESTEAD—**Bill Zuber's Restaurant.** Amana ham, sausage, steak and seafood.

OTTUMWA—**Neiswanger's Cafe.** Next to Our Cooking — Home Cooking is Best.

Cornpicker Restaurant. We specialize in serving "The finest food in Iowa" in our delightful high-beamed dining room. Famous Sunday Smorgasbord. Parking.

WAVERLY—**Carver's.** Excellent food served in a pleasant atmosphere.

(Advertisement)

When Expecting A Crowd

by LENORE SULLIVAN

MANY times women are called upon to help with the planning and organization of church suppers and yet have had very little experience with "quantity" cookery. A small recipe multiplied 10 or 20 times does not always give the delicious dish that the small quantity recipe did, so it is well to have some reliable quantity recipes on hand for the preparation committee to use. A church supper can be a means of real sociability for a group and it can be a money-making project as well. There is a feeling of good fellowship that comes from working together for a good cause, even though the work may be hard.

As for the organization of the work for a church supper, one must be guided by the amount of equipment on hand, the preparation area, the number to be served, and the number of women that can be called upon to help.

There should be a chairman for the supper and a committee working with her to plan the menu and all of the details involved in the ordering, preparing, and serving of the food as well as a cleanup committee. Perhaps the men can help with this—it's a very important phase of the work!

I am suggesting some recipes suitable for church suppers. These are standardized to 50 servings and can be multiplied successfully.

For some groups it may be simpler to have the women make the desserts at home and bring them already made. Both the Cranberry Crisp and the Chocolate Fudge Pudding are easy to make and I thought the quantity recipes for them might be helpful.

Recipes taken from the "Quantity Recipe File" by Lenore Sullivan published by the Iowa State College Press, Ames, Ia.

CHOCOLATE FUDGE PUDDING

1¼ cups shortening
3 tbsp. vanilla
3 cups sugar
3 sq. chocolate
1¼ qt. flour
3⅓ tbsp. baking powder
2 tsp. salt
2½ cups milk
2 cups walnuts, chopped

TOPPING

3 cups granulated sugar
4 cups brown sugar
¾ cup cocoa
2 tsp. salt
¼ cup cornstarch
2 qt. boiling water

(1.) Have all ingredients at room temperature. (2.) Cream shortening in mixer at medium speed for 10 minutes, or until light and fluffy. (3.) Add vanilla and mix until well blended. (4.) Add sugar gradually and continue creaming 10 minutes at medium speed. (5.) Melt chocolate. Add melted chocolate to creamed mixture and mix until weli blended. (6.) Sift flour, baking powder, and salt together. (7.) Add all of flour, then all of milk. Mix at low speed 2½ minutes and at medium speed 10 seconds. (8.) Add walnuts to chocolate mixture and mix just enough to blend. (9.) Pour one-half of batter into each pan.

TOPPING: (1.) Mix granulated sugar, brown sugar, co-

coa, salt, and cornstarch together. (2.) Add boiling water, stir until blended. Pour half this mixture over each pan of batter. (3.) Bake in moderate oven (350) about 1 hour. (4.) This will separate into 2 layers, crust on top and chocolate sauce on bottom layer. Serve crust side down with chocolate sauce on top. Garnish with whipped cream, if desired.

MOLDED VEGETABLE SALAD
(50 individual molds)

- 3½ cups lemon-flavored gelatin
- 3¾ qt. hot water or fruit juice
- 1 qt. celery, cut fine
- 3 cups carrots, grated
- 1 cup green peppers, chopped very fine
- 2 (or 1 large) cucumbers, diced
- 1 cup blanched almonds
- 1 cup pickle relish
- 1 cup vinegar
- ½ tsp. salt
- 6 heads lettuce
- 2 cups mayonnaise

(1.) Dissolve gelatin in hot water or fruit juice. (2.) Cut celery into ⅓ inch pieces. (3.) Grate carrots. Chop green peppers very fine. Dice cucumbers. (4.) Cut blanched almonds in strips. (5.) Mix vegetables together. Add pickle relish, nuts, vingar, and salt. Let stand 30 minutes. (6.) When gelatin is partially set, add vegetables. (7.) Put in individual molds to chill. (8.) To remove from molds, dip mold into very hot water and turn out on lettuce leaf. Garnish with rounded teaspoon mayonnaise.

CRANBERRY CRISP

(48—2 pans, cut 6 x 4 each—size of pan: 14 x 9 x 2 in.)

- 1½ qt. rolled oats
- 3 cups flour
- 2 tsp. salt
- 1½ qt. brown sugar, lightly packed
- 3 tbsp. grated orange peel
- 2 cups butter or margarine
- 2 qt. cranberry sauce
- 2 qt. vanilla ice cream

(1.) Mix together the rolled oats, flour, salt, brown sugar, and orange peel. (2.) Add butter and mix until crumbly. (3.) Place ½ of mixture in each of 2 greased pans. (4.) Cover each pan with ½ of cranberry sauce. (5.) Sprinkle with remaining crumb mixture. (6.) Bake in moderate oven (350) for 40 to 45 minutes. Cut into squares. Top with vanilla ice cream.

CHICKEN PIE WITH BATTER TOPPING

(48—2 pans, cut 6 x 4—size of pan: 14 x 9 x 2 in.)

- 2¼ cups butter or margarine
- 2¼ cups flour
- 2 tsp. salt
- ½ tsp. pepper
- 1½ qt. chicken stock
- 1½ qt. light cream
- 3 tbsp. lemon juice
- 3 qt. cooked chicken, cubed in 1 inch pieces (3 5-lb. hens)

BATTER TOPPING

- 3¾ cups flour
- 2½ tsp. salt
- 2 tbsp. baking powder
- 1 cup egg yolks (12-14)
- 3 cups milk
- ⅓ cup melted fat
- 1½ cups egg whites (12-14)

(1.) Melt margarine; add flour, salt and pepper. Blend until smooth. (2.) Add chicken stock slowly, stirring constantly. Add cream, and cook until thickened and there is no starchy taste. (3.) Remove from heat; add lemon juice and chicken. (4.) Turn into 2 pans and pour Batter Topping over chicken mixture. Bake in hot oven (425 to 450) for 20 to 25 minutes or until golden brown and crust is set.

Batter Topping: (1.) Sift flour, salt, and baking powder together. (2.) Beat egg yolks until light, and add milk. Add melted fat. Blend together. (3.) Beat egg whites to soft peak stage. (4.) Add liquid to dry ingredients and mix just enough to blend. Fold in beaten egg whites. (5.) Pour batter over chicken mixture.

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Iowa in Color BOX 446 SHENANDOAH, IOWA

Architects of the Space Age

(Continued from page 15)

in length) some 100 miles into the frigid upper air. McIlwain is studying the aurora borealis (Northern Lights), the atomic particles which are thickest in a global belt at a latitude around 60 degrees north and about 70 miles up. He started his aurora research, gathering data on kinds and quantities of the particles, with two Nike-Cajuns last August at Ft. Churchill.

Also at Ft. Churchill last summer, research associate Kinsey Anderson suspended new plastic-foam boxes filled with cosmic ray instruments to 14 small Skyhook balloons, about 70 feet across when expanded in the upper air. With his flights ranging between 16 and 24 hours, Anderson collected the impressive total of more than 200 hours of high-altitude cosmic ray data "around the clock."

Off the coast of Labrador, August 14th, SUI's Arctic expedition of IGY — Van Allen, graduate assistant Laurence Cahill, undergraduates Gary Strine and Donald Simanek — achieved the first instrumented rocket flight through a visible aurora borealis. In this region they also reached a record top altitude of 82 miles for the small balloon-rocket combination developed by Van Allen in 1951-52. The Arctic party's host ship and launching platform was the U.S.S. Plymouth Rock, a Navy self-powered floating dock.

All in all, in the Arctic, in the Equatorial Pacific, and in the Antarctic regions, the SUI physicists and their Navy helpers launched a total of 54 "rockoons." With 36 of the shipboard launchings described as successful, their batting average in this exacting technological feat was .666 for the August through November, 1957, period. Even when the wind and seas are calm, it is extremely difficult to get a delicate plastic sheath filled with helium up some 15 miles, and then from that height to fire a tiny rocket to climb through frigid thin air still another 50 or 60 miles, with its instruments reacting accurately and reporting back to the deck all the while. Host ship on the Equatorial and Antarctic expedition was the U.S.S. Glacier, the nation's newest and largest icebreaking vessel.

An almost impossible incident occurred in August when a "rockoon" balloon, which had been launched near Greenland by Van Allen and Cahill, floated more than a thousand miles southwest in two days, to drop only 200 feet away from Anderson and his Hudson Bay party, which was returning to base in the early dawn after launching a balloon of its own. This 1000-mile pass play, Van Allen to Anderson, meshed in every possible coincidence of weather, timing, material endurance and just plain luck. Most rockoon balloons are punctured when the suspended projectile shoots up through them.

Altogether, the Iowa Scientists sent up a total of 70 high-altitude research vehicles during the first third of the 18-month year known as IGY. The Van Allen group feels that it has made a good start at charting the rays where they happen to be, in the fashion of meteorologists mapping temperatures, wind speeds, cloud covers and the like at every possible latitude, longitude, and altitude.

Next in seniority to Professor Van Allen on the cosmic ray research staff at SUI is Professor Frank McDonald, who largely uses heavier apparatus suspended in gondolas, weighing 100 pounds and more, from giant Skyhook balloons. Early in 1957, McDonald, Anderson, Cahill and graduate students William Webber and Robert Johnson spent six weeks on the island of Guam where they managed to get up only three Skyhooks because of the island's lively tradewinds. Achieving an Equatorial collection of cosmic ray types and intensities 20 miles up, the Iowa five were the largest scientific party in Equatorial Expedition, 1957, conducted by the Office of Naval Research with assistance from the Atomic Energy Commission.

During 1957 McDonald also worked with the Convair Scientific Research Laboratory at San Diego, California, on a four-finned device to slow the fall of scientifically valuable packages from high altitudes to the earth. As co-director of the Clover Leaf project, also called Maple Leaf because of the manner in which the tree's seed spins to the earth, McDonald hopes to help test the device at White Sands, New Mexico, late this January or in February. A hinged-skin part of a rocket nose, the device has worked fine when thrown from an airplane one mile up. But falling away from a rocket some 50 miles up is a different matter. Its trials are expected to increase knowledge of the atmosphere re-entry problem of space travel.

The State University of Iowa has been deeply involved in International Geophysical Year since early in its planning stages. During 1954 Sydney Chapman, British geophysicist and president of the global organizing commission of IGY, served as a visiting professor for one semester at SUI. In the summers of 1952 through 1955, the Iowa physicists also helped to prepare for the 18-month period when the sun's surface activities were expected to be most violent.

The type of far-flung research in which Van Allen has been most involved recently has the distinct disadvantage of keeping him away from his four children for long periods of time. It was thought for awhile he might even miss last Christmas with them, but he happily arrived back in time—sporting a magnificent beard which his attractive wife immediately vetoed.

Mild-mannered and unassuming, Van Allen prefers actual research and teaching to administrative tasks. He is anxious to participate in almost any laboratory task, and keeps a fatherly check on the progress of his students.

The SUI physicist is a fluent conversationalist who can communicate his ideas with ease and clarity. He is particularly articulate in discussing the educational system of this country. "We need all types of educated men—not just scientists. It would be a mistake to concentrate on science to the exclusion of other basic subjects. If we have enough well educated students, we will have enough scientists . . . Our young people have had it too easy in school. The schools must quit being baby sitters. If they want driver training, let the students take it in the summer."

"Our colleges must be reserved for those with a *thirst* for knowledge," Van Allen continues. "We are wasting our time with too many who have neither the ability nor inclination to education."

A B.S. graduate from Iowa Wesleyan (he received his M.S. and Ph.D. at Iowa), Van Allen is well qualified to discuss the importance of smaller colleges as scientific training grounds. "It all depends on the faculty at the moment," he says. "When the small schools have good men, they can do an unusually fine job." He points out that a majority of SUI's graduate students come from independent colleges.

Van Allen's training and research work has also taken him to Washington as a Carnegie research fellow at the Department of Terrestial Magnetism at the Carnegie Institution, to the Applied Physics Laboratory at Johns Hopkins University, and to the Forrestal Center at Princeton. During World War II he served as a naval officer in the Pacific and is now a lieutenant commander in the U. S. Naval Reserve. In 1949 he received the C. N. Hickman Medal from the American Rocket Society for his work in the use of V-2's and for supervising the development of the Aerobee rocket.

In spite of modern science's soaring influence, Van Allen says that he has "an uneasy feeling that public appreciation of atmosphere and space science will soon wear off if people can't see immediate practical applications of the research efforts."

Out of IGY's long careful look at Earth as a ball in space and out of the 10-year research program advocated by the Rocket and Satellite Research Panel should eventually come, he says, "a rich and continuing harvest of important practical applications," including:

Reliable long-range weather forecasts, with enormous benefits to agriculture and commerce; improved radio communications; aids to navigation and surveying; television relays perhaps via space outposts, and new biological and medical knowledge as man learns how to survive in sealed containers and under other unusual conditions.

This, then, is something of the future outlook as hard-headed scientists reach into territories hitherto held to be provinces of science fiction. This is the dynamic pattern by which Van Allen and his young associates have brought the State University of Iowa into a key role, helping to add outer space to the poet Shelley's "beloved brotherhood of Earth, ocean and air." Such are the men who are pushing upward and outward toward an endless frontier, to extend the finite and remove some of the prefix from the infinite. Iowa, the nation—indeed the whole world—will hear a great deal more of these men, and of men like them, through the vista-opening years of the Age of Space (1957-).

Russell of Rapid Thermogas

(Continued from page 29)

Cook County) as home base. The firm has Wisconsin plants at Lone Rock, Portage, Madison, and Beloit; Illinois plants at Galesburg and Blandinsville. Russell personally also has an interest in four northern Wisconsin LP-Gas companies.

In Iowa alone, Rapid Thermogas has 150,000 customers. Forty-five per cent are farm users; 40% live in small towns; the rest reside in suburban areas. This picture has shifted considerably over the years as natural gas has moved into small towns and the suburbs. Russell has made no effort to fight the arrival of natural gas and particularly not to claim or to try for franchise rights. He wants to avoid becoming a public utility.

The LP-Gas market has, in the last five years, "really boomed," in Russell's words. A major factor has been the growth in the fuel's use in home heating. Even so, Russell says there is only an eight per cent saturation of the potential heating market at the present time. He looks for a 60% saturation in a few years.

Home heating is one of the many applications of LP-Gas developed in recent years. Others include a gas clothes dryer, gas brooders for poultry, a stock tank heater, and a pig blanket. (The latter two items are manufactured by the Johnson Gas Appliance Company of Cedar Rapids, a leading developer of LP-Gas equipment.)

Gas refrigeration is an old and familiar application, but the market for this has declined with the fortunes of Servel which had the patents on gas refrigerators. Russell looks for a comeback in this field in the future with the purchase of the Servel Company by the Whirlpool Corporation.

This year LP-Gas has had a big season in crop drying with the wet fall weather.

In the engine field, LP-Gas has become an important tractor fuel. According to Russell over half the tractors in some sectors of the country now use it and it is also popular in pumping for irrigation. The Rapid Thermogas president sees a bright future in Iowa usage.

"Only a few farms have a tractor use load that calls for diesel fuel," he points out. "On 80 to 90 per cent of Iowa farms it is more economical to use LP-Gas. An average conversion costs about $300 and can quickly pay for itself."

The large volume use of liquefied gas in house heating and in farming equipment has changed the pattern of Rapid Thermogas' operation. The users in these fields buy in bulk directly from Thermogas in 90% of the cases. They utilize 500 or 1,000-gallon systems that can be rented or purchased. A 1,000-gallon tank represents a $400 investment.

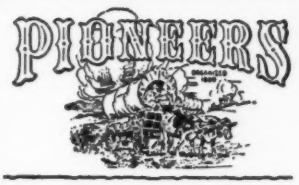
On the other hand, sales of gas in the 100-lb. cylinders (23 gallons) are made through dealers 90% of the time. Rapid Thermogas wholesales to 700 of these dealers. They furnish the customer with the tank and replace it when empty. The remaining 10% of the sales in the cylinder field are made by Rapid Thermogas' own organization which has a considerable number of customers for whom it acts as a retailer.

Just 50 years old last September 18th, Charles Oather Russell is certainly one of the most successful Iowans of his generation. The chances are good that before he is done the "his" can be amended to "any". An extremely pleasant man, he is difficult to describe, impossible to pigeonhole. Russell is modest, but not overly so; mild-mannered, but firm; unassuming, but assured.

Pressed for a description one time, an acquaintance said, "He is the sort of guy you would hope to meet on a fishing trip. He knows what he is doing, but doesn't make an issue of it."

For outdoorsman Russell, the fishing analogy is appropriate. He owns a cabin near Brainerd, Minnesota. Medium-sized on the somewhat heavy side, the Rapid Thermogas president also loves

(Continued on next page)



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The Iowan

BOX 446 SHENANDOAH, IOWA

Russell of Rapid Thermogas

(Continued from page 39)

to hunt. His other favorite recreation is gin rummy.

Born in Mystic, he attended high school there and then graduated from the University of Iowa in 1930 with a B. S. in Commerce. While in college, he took a year off to work for the Maquoketa Produce Company. After Iowa, Russell sold for the Vortex company, now a part of Dixie Paper. He married Leota Bucklew in 1931, the same year he began in the LP-Gas business under the title of Pentane Natural Gas Company.

The Russells have one son, Richard, 24. He is presently attending the University of Pennsylvania.

Charles Russell is also president of the Highland Park State Bank in Des Moines which he helped found in 1952. He was president of the national LP-Gas association in 1946 and served on war-time committees as a consultant.

Russell discloses no plans beyond his present program to fill in the gaps in Rapid Thermogas' present service area. The possibilities for distant expansion, however, are alluring to those who have watched the industry, particularly for an outfit like Thermogas with good integration both vertically and horizontally.

Whatever his dreams may be, you can be sure Charles Russell has a fine mount in a race for top stakes and that he knows how to make the most of it.

Get Married or Else

(Continued from page 25)

put twenty dollars to the fund. I am a widow somewhat in years, no children, and would enjoy the fun of a leap year offer, so I most humbly offer my hand, and time will tell hearts. Hoping to hear from you soon, I am

In haste,

Dear Sir if you know any of your lady friends that want a farmer for a husband, I am the man. I do not want to correspond for fun, I mean what I say. I have a 160-acre farm, good house, and barn, 4 horses, but very little money. I work hard every year trying to make myself a home. I am 36 years old. I wish a lady not less than 28 to 30 years old. I think girls are more plentiful in Iowa than out here. There are lots of chances for girls to get good homes out here if they want to get married. If you would put an ad in a paper for me. I have six friends with myself that want wifes, so Dear Sir, do me a favor. I am sure you could help me a good deal. I will be expecting an answer to my letter as I have a lot of my friends that will take wifes at once.

Yours Truly
J. K. McCarthey
Lakota, North Dakota

Hon. E. W. Sorber
Gowrie, Iowa
Dear Sir:—

Have noticed in the columns of the press that the fair maidens (aged ones) of your township, will be compelled to seek marriage the present year or forfeit a fine. Might say that I am in the market at the present for a proposal (widow preferred) altho am not opposed to an old maid, or a young maid either, providing she has the necessary talents to become a good wife.

Trusting to hear from some one of the opposite sex, I am

Yours very truly
Wm. F. Clarke
Pittsburgh, Pa.

Dear Sir:—

After reading your proclamation concerning leap year proposals, I will say it is a very good idea. I am not speaking for myself as I am not marriagable, but my mother, who is a widow. She is fair, fat, and forty and as jolly as they make them. She is German and a fine cook, and knows how to cook sour kraut to perfection.

You know the penalty if you do not accept. Well, if you don't feel like getting married, just send me the "twenty" and I'll see that the proposal is withdrawn. With love to my future papa. I remain

Your devoted daughter
Patrice

For a short period of time the little town enjoyed fame far beyond the mayor's, or anybody else's, wildest dreams. But then it slipped from public view again to become only a memory. As far as any of the old timers now living in Gowrie can recall no one ever actually had to pay the fines for failure to marry, and it is doubtful whether any of the townspeople were forced to marry by the proclamation or even used it as an excuse.

The mayor was truly surprised that his little joke had caused such excitement. "I never had any idea my proclamation would attract so much attention," he is reported to have said. "I have had requests for my personal history and I have certainly had some fame thrust upon me," the mayor continued, "but anyhow I am glad I wrote the proclamation." And, by the way, the mayor retained his status as a widower.

As for the public library, that didn't become a reality until about 1910 when some of the women of the town set to work and donated their own books in order to get it started.

Dubuque's Lift

(Continued from page 16)

forbid direct access roads to the downtown section for considerable stretches.

The initial impetus for building the line came from banker Graves' objection to having no time for a midday nap after he had built a home on the bluffs. As was the custom in those days, he liked to come home for a hearty noon meal and then enjoy a half hour rest after his repast. The road up the bluff, however, was so steep and circuitous that the best time a horse and buggy could make was 30 minutes each way. Even taking an hour and a half off at midday, Graves had to rush himself.

Having traveled widely, the banker was familiar with the cable-operated inclined railroads of the Alps. He engaged an engineer to design one for Dubuque. The acceptable plan, the same system in use today, employed a balanced cable car system operated by an engine and winch at the top of the cliff. The cars run on three rails which divide into four for a short space in the middle of the incline so that the two cars can pass one another. For the rest of the way, they share the middle rail.

Mr. Graves greatly enjoyed the convenience of his "elevator," as he called it. At noon, all he had to do was walk up two blocks on Fourth Street from his office, ring a bell to signal his gardener, and wait for that worthy to turn on the steam engine. The trip took then, as it does now, about 30 seconds.

A man of very regular habits, Graves soon found that a considerable number of his neighbors on Fenelon Place would, by coincidence, be heading home at the same time as himself. Sometimes it required six or seven trips to haul all of them up. Being possessed of a practical eye, he began charging them a nickel apiece to help defray the cost. It was a brilliant move. Both the neighbors and Graves were delighted. Soon the funicular was being operated in the afternoons, too, as a convenience to the ladies who wished to go downtown shopping.

While the line has a perfect safety record and has never had an accident or personal injury suit, it has had its share of woes. The first disaster struck in 1884 when Graves' gardener, inexperienced as a steam engineer, banked the fire under the boiler too high one

night. Mr. Graves awakened to the sound of fire engines struggling up the bluff road. They arrived too late; boiler house, steam engine, upper station, and hemp cables were all destroyed. Graves still had his roadbed, track, and cars, however, and he soon rebuilt the line.

By 1892, the little railroad was operating evening hours as well as daytime. An arrangement had been made whereby the policeman on the beat in the Fenelon Place neighborhood would stop by each hour and stoke the fire in the boiler house. Alexander Graham Bell's new invention, the telephone, had just come to Dubuque, and Mr. Graves had an instrument installed in the station. One evening the policeman got a call on the telephone and became so excited by using the new device that he forgot to close the draft. Half an hour later the fire engines were again on their way up the bluff road. Once again, the boiler house, steam engine, station, and cables were a complete loss.

This time, Mr. Graves, caught in the financial panic of 1892-93, found himself unable to rebuild the line. Ten of his neighbors, wanting the service to continue, got together, invested $250 apiece, bought out Mr. Graves' interest, and rebuilt the Fenelon Place. The $2,500 capitalization they raised remains the line's capitalization today on which it faithfully pays a six per cent annual dividend.

The new owners made a bold move. They replaced the unreliable steam power with one of Thomas A. Edison's first reversible electric streetcar motors. They also replaced the hemp ropes with steel cables. When the line returned to operation, its electric motor, operating on an invisible power brought to it by copper wires, was as much an attraction to visitors as the view from the bluff.

C. B. Trewin, a Dubuque real estate man, was secretary of the Fenelon Place Elevator Company when it was founded in 1893. Gradually, over the years he bought up the shares of other original investors who died or moved away from the Fenelon Place neighborhood until, in 1912, he became sole owner. The line has been in his family since.

On July 3, 1923, the Fenelon Place

(Continued on page 44)

Iowa School and College Directory

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The average income per reader family is $10,000 a year — 20% of all Iowa families making that much or over take The Iowan. And a new Iowan survey shows that in the next three years our readers will probably invest in the following: new home (10%); remodel home (22%); air-conditioning (29%); Hi-Fi (14%); TV set (32%), in color (20%); refrigerator (8%) and so on.

The Iowan opens new advertising horizons in Iowa.

The Iowan
100,000 Iowa Readers

The Coming Exodus

by LARRY CAMPBELL

DURING the next seven years, 100,000 Iowans unable to find work in this state will have moved elsewhere. As a result the relative decrease in the population of Iowa in the past several years seems almost certain to continue.

Even though Iowans are as happy and prolific as other Americans, the large number of babies we produce hasn't kept our population from slipping from 3.2% of the nation's total in 1880 to 1.7% at the present time.

According to a paper, entitled "Iowa's People—1965," prepared by George M. Beal, Ray E. Wakeley, and Amy Russell of Iowa State College, Iowa will be the home of an even smaller percentage of the nation's population in 1965—1.5 per cent.

Since 1950, even Iowa's neighboring states have increased their numbers at a rate considerably more encouraging than our own. The migration of people out of Iowa is part of the great rural-urban move which has been taking place all over the United States for many years. But where many other states provide adequate industry to employ former farm workers, Iowans must move away to find jobs.

Assuming that the trends of recent years will continue, the I.S.C. sociologists have calculated estimates about Iowa's 1965 labor situation. According to their projections into 1965, there will be 1,070,000 job opportunities in this state. Of these, 230,000 will be for farm managers and farm laborers, with another 170,000 available in manufacturing. There will be 760,000 jobs available in other, non-agricultural types of employment, which include professionals, clerical workers, salesmen, laborers, etc.

The discouraging, though not surprising, aspect of the projections is the total of 1,199,000 employable Iowans who will be in competition for these 1,070,000 jobs. The surplus of 129,000 persons, unless employment opportunities in Iowa increase at a much faster rate than they have done recently, will probably migrate.

A further analysis of this projected labor force shows that 377,000 of them will be rural employees, that is, persons raised or living on an Iowa farm. For these there will be only 230,000 jobs in agriculture, leaving a surplus of 147,000 persons who will have to seek non-agricultural employment.

Of the estimated 840,000 potential jobs in Iowa's non-agricultural industries in 1965, 822,000 persons of employable age not engaged in farming will be available to fill them, leaving a surplus of 18,000 jobs.

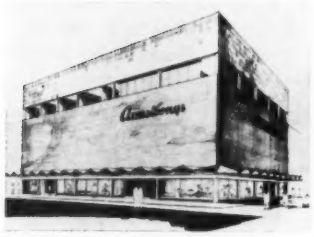
Assuming that these 18,000 jobs will be filled by persons for whom there is no room in agriculture, this still leaves nearly 100,000 persons for whom there will be no employment in this state.

No one expects to halt the tremendous migration of Americans from rural to urban areas; increasing agricultural mechanization, changes in the structure of modern farm organization, and social changes make the move inevitable. The problem for Iowans who want to see their state keeping pace population-wise with the rest of the nation is that of

providing more non-agricultural jobs. They will have to increase the efforts, already very strong among some far-sighted groups, toward providing an industrial program which will provide employment for the estimated 100,000 jobless Iowans of 1965.

MISCELLANY

Shaped For Shoppers



After July, 1959, the shoppers of Cedar Rapids will be served by an elegant new Armstrong's store, pictured at left in an architect's sketch. The store, moving from its present corner where it will have been located more than sixty-nine years, will cost $2,250,000 and provide twice the present capacity. It will be mostly windowless to make the best use of perimeter walls for stock arrangement and customer service.

Good Deere Season

The future of industry in Iowa (see "Iowa Finance") looks bright indeed if the picture shown below is any indication. Packed on the flatcars is the largest shipment of balers ever made anywhere. The balers, filling some eighty cars, left the Ottumwa factory of John Deere on January 10th. The Ottumwa plant is one of four the company maintains in Iowa.

Iowa's $64,000,000 Question

(Continued from page 19)

still need building funds for hospitals and similar state services not wholly educational in character and for the other Regent's institutions: the Braille and Sight-Saving School, the State Sanatorium and the School for the Deaf.

It should also be pointed out that we will need funds for state parks and for the Board of Control institutions. A new penitentiary is badly needed as are facilities at other penal establishments. As we get our bearings on a new direction in mental health, improved hospitals will be needed for treatment.

At the moment, however, the acute problem area is at Iowa State, SUI, and ISTC. As is true of the Board of Control establishments, these Regents' bodies are primary obligations of the people of Iowa. Our responsibility to them dates back to our constitution and in point of senority comes before highways, recreational areas, local schools, old age assistance, safety education and any number of other worthy projects.

These schools are founded on the premise that it is worthwhile for the state to provide an opportunity for higher education to qualified young men and women regardless of social or economic status. The present crisis in our buildings at these colleges is the result of inadequate appropriations over the years, the final wearing out of the "temporary" postwar barracks that were built to last five years and now have a life of ten, the increasing demands of research and statewide service, and the rapidly increasing enrollments.

Already the present buildings are being utilized beyond their capacity and 20% of the space is judged to be a dangerous fire hazard. Classes start at 7 a.m., continue through the noon hour, and often last into the night. With a usage as high as 70% where 50% is considered a maximum, the quality of education suffers and the faculty is even harder to hold.

Fewer course offerings and extensive remodeling have also added much space but these measures have been carried about as far they can go.

The enrollment increase is no idle dream. The children are already born. Percentage figures are available on how many will attend college, how many will go to Iowa schools, and how many will enroll in private institutions. Those who have examined the percentages used by the state school officials for their projections are inclined to feel they are being, if anything, too conservative. For example, their percentages call for proportionately fewer Iowa young people to attend college than national figures would indicate.

The first wave of problem generations in our colleges will hit about 1960. It will be only a minor forerunner to the deluge which will arrive between 1966 and 1970 when enrollments will skyrocket from 180,000 to 240,000, giving a 100% increase over today's figures.

One point should be made very clear, we cannot wait until the last minute. It takes at least three years to complete a major college building after the appropriation is made. This point seemed to be confused in the Governor's veto of the last appropriation bill. Our state schools cannot even select an architect until the appropriation for the building is made. Then the plans must be prepared, various approvals given, bids advertised, contracts let, construction done, and equipment furnished.

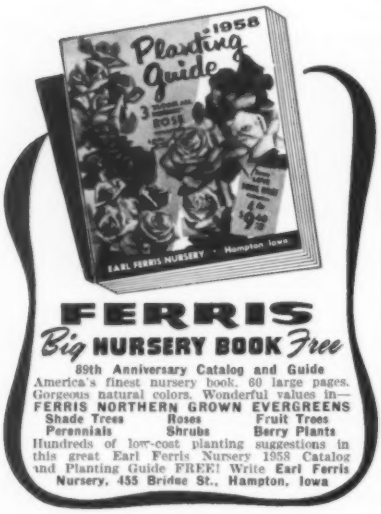
For those concerned with present educational problems and methods of dealing with them, it is sickening to contemplate the handling of the state surplus by the 1949 legislature. During the prosperous years of World War II, Iowa built up a sizable reserve, due in a large part to not being able to spend money for construction purposes. In the immediate postwar years, when building costs were far lower than they are now, this surplus would have more than taken care of our lag for all institutions, Board of Regents and Board of Control.

What happened to it? Well, in 1948 the people of Iowa voted overwhelmingly to pay a $92,000,000 World War II bonus to be financed by a property tax stretched over a 20-year period. But in their great wisdom the 1949 legislature applied $58 million from the surplus to bonus payments. (The same session appropriated only $2,892,000 in capital funds on a long range request of $32,988,000.)

The Cedar Rapids Gazette figured out a couple of years ago that it is now costing us nearly the same amount in additional taxes per biennum as the bonus gift. (You might check how your representative and senator voted on that one if he was in office at the time.)

In the next session the immediate needs of the schools for buildings will amount to some $28 million and the long range requirements will be $42 million. We must provide for the pressing demands and we must make some provision for the future. General obligation bonds, repayable from the general fund, would seem to be a likely possibility for long term financing. It would require constitutional amendments which should be adopted in any event. The shortest route available to amending our constitution ought to be sought.

Our present course can only lead us to a state of "Do Nothing, Have Nothing."



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Dubuque's Lift

(Continued from page 41)

line burned again. This time the fire was caused by lightning which struck the power line. The station caught fire too, but this time the Dubuque firemen, with mechanized equipment, arrived in time to save the building.

To encourage daily patronage by commuters, the Fenelon Place, like bigger railroads, offers commuter books, 25 rides for $1.00 and 130 for $5.00. For the most part, commuters simply leave their books with the operator at the station, allowing all members of the family to use them. When the tickets are exhausted, the operator simply informs the head of the family on his next trip down, and he deposits another $5.00. Such a trusting relationship between management and an uncomplaining commuter clientele must surely be envied by other railroads!

President of this little railroad is one of Iowa's liveliest octogenarians, Mrs. C. B. Trewin, who has headed the line since the death of her husband in 1940. At 86, Mrs. Trewin is no figurehead "chairman of the board" for the Fenelon Place Elevator Company. She is certainly the only railroad president in the United States who makes a personal inspection of the entire roadbed at least twice every day. Like her neighbors on Fenelon Place, she rides down each day to shop and visit friends. She often goes out on the station platform to chat with visitors who take the ride up to see the view. Little do these tourists realize that the friendly old lady is president and half-owner of the line.

Mrs. Trewin's daughter, Mrs. Donald Huntoon, owns the other half interest in the railroad, and her grandson, Trewin Huntoon, an expert since boyhood on the mechanical workings of the line, is prepared to carry on the family tradition in the future. The fact that Donald Huntoon is proprietor of the Dubuque Travel Agency has something to do with the fact that the Fenelon Place R. R. has been getting some national publicity lately, and is becoming quite a tourist attraction. A ride up the bluff is included on all the Burlington railroad's tours through Dubuque. Many motorists who have heard of the unique line stop just to take a ride for the fun of it.

From Singapore by Motorcycle

(Continued from page 35)

customed to cycling on the right side of the road through Iran, Iraq, Turkey and Greece—the wrong side of the road in Yugoslavia—they collided with a truck just across the border. "Battered and bruised, we were in the hospital again."

They had been denied permission to enter Bulgaria, and they were not allowed to enter Hungary. But they enjoyed pleasant days in Austria, Switzerland, Italy, and France, then took a lengthy detour up through Germany into Denmark, Norway and Sweden, mostly to visit and "make some speeches" at universities. Traveling was easy.

But with machine repairs having exhausted all their funds—the cycle used up six front tires and five rear tires, besides the broken piston in India, the broken frame in Turkey, and other damages—they were penniless in Europe. Sometimes they slept in parks—"The Italian police were especially kind"—and in jails.

Early in August they crossed the English Channel in time to celebrate Tom's 18th birthday "with a full meal." The British Broadcasting Company paid them to appear on a program, and the motorcycle company gave them considerable attention and hospitality. In an attempt to make enough money to pay some of their hospital bills and repair debts on two continents, Maung talked the company into letting him pilot a new machine in the Grand Prix motorcycle race in Kent. It was a cross-country scramble with entrants from seven nations. Rich in driving experience on rough terrain, Maung placed first and won about $600. "Fear drove me mad, and I was completely reckless."

They embarked at Southampton for America August 23. "In New York I tried to sleep in a park but the police officers did their duty and kicked me out." Shying away from a television appearance in New York, they cycled to Delaware, Ohio, in time for Tom to register at Ohio Wesleyan. Leaving the battered cycle in Ohio, Maung enjoyed the luxury of a bus ride to Iowa City. By then his wardrobe was down to a few rags.

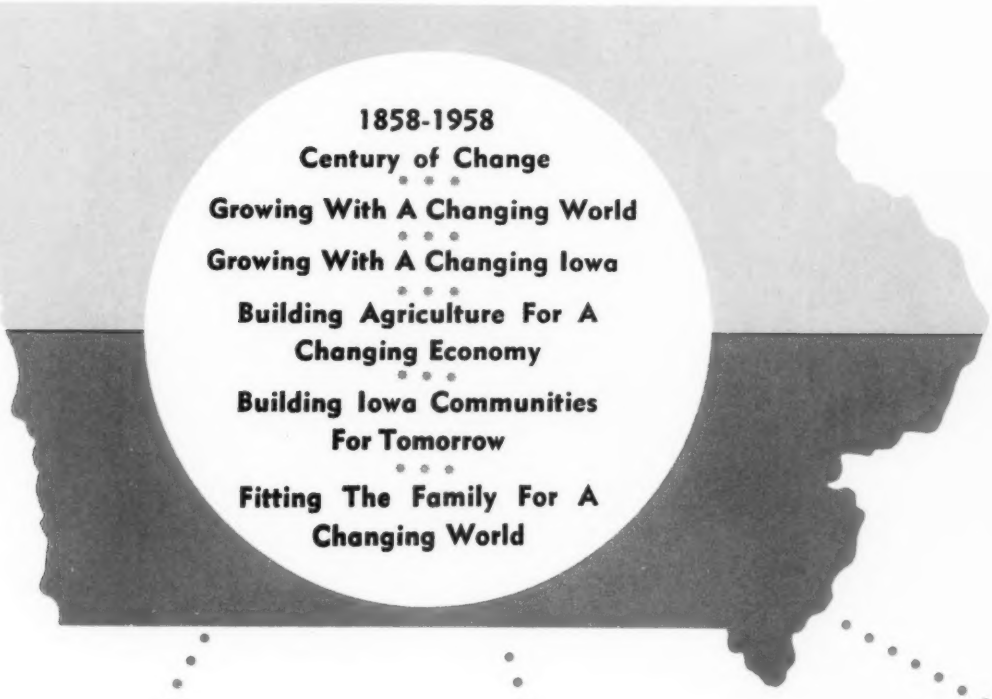
Both in London and in New York, Maung found the traffic just about too much for him and the motorcycle. "I'll never risk my life in New York City again on a motorcycle."

Maung ends his story with a shrug and a smile. "That's about all I can say. It's nothing much."

But to one who follows this pilgrimage toward an American education across several pages of a giant atlas, it seems that the young Burman has created a narrative of heroic proportions.

Maung hopes to join more continents with his motorcycle, planning to go through Central and South America as far as Argentina next summer. When he returns to Burma, he hopes he may be permitted to cycle again across Europe and Asia, this time by way of Russia and Red China.

Challenge to Iowa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